



Metro-North Railroad

EMPLOYEE TIMETABLE

Timetable No. 4

Effective February 5, 2006

FOR EMPLOYEES ONLY

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Senior Vice President – Operations

The **Employee Timetable** contains four parts, plus Track Charts which are provided for information only.

Line Special Instructions contain Line- and Branch-specific information and rules. Each section has a prefix identifying the Line or Branch, and is numbered as shown in the table below.

Hudson Line Special Instructions are separated into two sections:

- **GCT 41** through **GCT 48** apply only to the portion of the Hudson Line between GCT and the southerly limit of CP 8 (MP 6.9).
- **HUD 41** through **HUD 48** apply only to the portion of the Hudson Line between the southerly limit of CP 8 (MP 6.9) and Division Post/CSX (MP 75.8), inclusive.

| Subject | Hudson Line | | Harlem Line | New Haven Line | | | | Beacon Line |
|--------------------------------|-------------|--------------------------|-------------|--------------------------------|-------------------|----------------|------------------|-------------|
| | GCT to CP8 | CP8 to Division Post/CSX | | CP 112 to Division Post/Amtrak | New Canaan Branch | Danbury Branch | Waterbury Branch | |
| STATIONS | HUD 40 | | HAR-40 | NHV 40 | NCN 40 | DAN 40 | WBY 40 | BEA 40 |
| MAX AUTH SPEEDS | GCT 41 | HUD 41 | HAR 41 | NHV 41 | NCN 41 | DAN 41 | WBY 41 | BEA 41 |
| EQUIP. RESTR. | GCT 42 | HUD 42 | HAR 42 | NHV 42 | NCN 42 | DAN 42 | WBY 42 | BEA 42 |
| ELECTRICAL OPER. | GCT 43 | HUD 43 | HAR 43 | NHV 43 | NCN 43 | DAN 43 | WBY 43 | BEA 43 |
| HIGHWAY GRADE CROSSINGS | GCT 44 | HUD 44 | HAR 44 | NHV 44 | NCN 44 | DAN 44 | WBY 44 | BEA 44 |
| LOCATION OF BULL. BOARDS, ETC. | GCT 45 | HUD 45 | HAR 45 | NHV 45 | NCN 45 | DAN 45 | WBY 45 | BEA 45 |
| SIGNAL ASPECTS | GCT 46 | HUD 46 | HAR 46 | NHV 46 | NCN 46 | DAN 46 | WBY 46 | BEA 46 |
| YARDS AND YARD TRACKS | GCT 47 | HUD 47 | HAR 47 | NHV 47 | NCN 47 | DAN 47 | WBY 47 | BEA 47 |
| OTHER INSTR. | GCT 48 | HUD 48 | HAR 48 | NHV 48 | NCN 48 | DAN 48 | WBY 48 | BEA 48 |

System Special Instructions are labeled with the prefix "SI" followed by the rule letter or number that the special instruction references; for example, "SI A" refers to Rule A, "SI 20" refers to Rule 20, etc. Specific rule references are provided following the special instruction title.

System Special Instructions have three appendices:

- SI - Appendix 1 Speed Tables
- SI - Appendix 2 Metro-North Railroad Officials
- SI - Appendix 3 Frequently Used Telephone Numbers

Emergency Instructions carry the prefix "EM", and pages are separately numbered starting with "E-1".

Employee Train Schedule Booklets, issued separately with each General Order, contain the operating schedules for trains.

HUDSON LINE SPECIAL INSTRUCTIONS

HUD 40 STATIONS - HUDSON LINE

The direction from Grand Central Terminal to Division Post – CSX is Northward.
Tracks 4, 2, 1, and 3 are numbered West to East.

| Stations are listed south to north. Passenger Stations are shown in BOLDFACE type | NOTE | MP | RTC | Dist. | Radio | Chan. | Tracks (west to east) and Method of Operation | | | |
|--|------|---------------|----------|-------|-------|------------|--|------------|------------|------------|
| | | | | | | | Trk 4 | Trk 2 | Trk 1 | Trk 3 |
| GRAND CENTRAL TERMINAL (GCT) | | 0.0 | | | | 2 | All tracks – IR & CSS GCT 48-A applies | | | |
| Upper Level | INT | 0.4 | U | | | | | | | |
| Lower Level | INT | 0.4 | L | | | | | | | |
| CP 1 | INT | 0.7 | | | | P | CTC CSS | CTC CSS | CTC CSS | CTC CSS |
| CP 3 | INT | 3.2 | | | | | | | | |
| HARLEM-125th STREET | | 4.2 | | | | | | | | |
| CP 4 (Movable Bridge) | INT | 4.6 | | | | M | IR CSS | IR CSS | IR CSS | IR CSS |
| CP 5 (Harlem Line) | INT | 5.2 | | | | | | | | |
| Mott Haven Jct. (MO) | | a 5.4 | | | | | | | | |
| CP 6 | INT | 5.6 | | | | | | | | |
| YANKEES-E. 153rd STREET | | 5.9 | | | | | | | | |
| Highbridge Yard | | ac 6.6 | | | | 3 | CTC CSS | CTC CSS | CTC CSS | |
| CP 8 (Oak Point Link/CSX) | INT | 7.2 | | | | C 1 | | | | |
| MORRIS HEIGHTS | | 8.1 | | | | | | | | |
| UNIVERSITY HEIGHTS | | 8.7 | | | | | | | | |
| BN | | 9.1 | | | | | | | | |
| MARBLE HILL | | 9.8 | | | | | | | | |
| CP 10 | INT | b 9.9 | | | | | | | | |
| CP 11 | INT | b 11.0 | | | | | CTC CSS | | | |
| SPUYTEN DUYVIL | | 11.1 | | | | | | | | |
| CP 12 (Empire Connection/Amtrak) | INT | 11.8 | | | | | | | | CTC CSS |
| RIVERDALE | | 13.0 | | | | | | | | |
| LUDLOW | | 14.4 | | | | | | | | |
| YONKERS | | 15.2 | | | | | | | | |
| GLENWOOD | | 16.3 | | | | | | | | |
| GREYSTONE | | 17.9 | | | | | | | | |
| CP 19 | INT | 18.5 | | | | | | | | |
| HASTINGS-ON-HUDSON | | 19.5 | | | | | | | | |
| DOBBS FERRY | | 20.7 | | | | | | | | |
| ARDSLEY-ON-HUDSON | | 21.8 | | | | | | | | |
| IRVINGTON | | 22.7 | | | | | | | | |
| CP 25 | INT | 24.7 | | | | | | | | |
| TARRYTOWN | | 25.3 | | | | | | | | |
| CP 26 | INT | 26.4 | | | | | | | | |
| PHILIPSE MANOR | | 26.5 | | | | | | | | |
| SCARBOROUGH | | 29.5 | | | | | | | | |
| OSSINING | | 30.9 | | | | | | | | |
| CP 33 | INT | 32.9 | | | | D | | | | |
| CROTON-HARMON | | 33.3 | | | | | | | | |

HUD 40 STATIONS - HUDSON LINE (continued)

| Stations are listed south to north. Passenger Stations are shown in BOLDFACE type | NOTE | MP | RTC Dist. | Radio Chan | Tracks (west to east) and Method of Operation | | | |
|--|------|-------------|--------------|---------------|--|-------|-------|-------|
| | | | | | Trk 4 | Trk 2 | Trk 1 | Trk 3 |
| CROTON-HARMON | | 33.3 | | | CTC | CTC | CTC | CTC |
| Harmon Yard | c | 33.3 | | 3 | CSS | CSS | CSS | CSS |
| CP 34 | INT | 33.4 | | 1 | | | | |
| CP 35 | INT | 34.2 | | | | | | |
| CP 36 | INT | 36.4 | | | CTC | | | |
| CORTLANDT | | 38.4 | | | CSS | | | |
| CP 39 | INT | 39.7 | | | | | | |
| PEEKSKILL | | 41.3 | | | | | | |
| CP 46 | INT | 46.0 | | | | | | |
| MANITOU | | 46.1 | | | | | | |
| <i>Hot Box/Dragging Equipment/ Third Rail Detector</i> | f | 48.3 | | | | | | |
| GARRISON | | 49.9 | | | | | | |
| COLD SPRING | | 52.4 | | | | | | |
| CP 53 | INT | 53.0 | | | | | | |
| BREAKNECK RIDGE | | 55.0 | | | | | | |
| CP 58 (Beacon Line) | INT | 58.6 | | | | | | CTC |
| BEACON | | 59.0 | | | | | | CSS |
| CP 61 | INT | 61.4 | | | | | | |
| NEW HAMBURG | | 65.1 | | | | | | |
| CP 72 | INT | 72.5 | | | | | | CTC |
| POUGHKEEPSIE | | 73.6 | | | | | | CSS |
| CP 75 | INT | 75.5 | | | | | | |
| Division Post /CSX | | 75.8 | | | | | | |

HUD 40-A NOTES FOR HUDSON LINE STATIONS

- Employee stop for trains designated in Employee Train Schedules.
- The distance between MP 10 and MP 11 is 1,416 feet.
- Radio Channel 3 in service for Highbridge and Harmon Yard operations only.
- Track designations change at south limit of CP 35:
 - Track 2 (south of CP 35) becomes track 4 (CP 35 north)
 - Track 1 (south of CP 35) becomes track 2 (CP 35 north)
 - Track 3 (south of CP 35) becomes track 1 (CP 35 north)
- Interlocking at CP 36 in service on track 4 and yard track 6 only.
- Detectors monitored by RTC; see Special Instruction **HUD 48-C**.

GCT 41 MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS HUDSON LINE (GCT - CP 8)

NOTE TO MAXIMUM AUTHORIZED SPEED TABLES: The locations shown in the left column for speed restrictions are for general reference only. Milepost locations will govern.

GCT 41-A PASSENGER TRAINS

| LOCATION | Between | | Speed Restrictions (MPH) | | | | | Max Auth Speed (MPH) |
|--------------------------------------|-------------|-----|--------------------------|-------|-------|-------|------------|----------------------|
| | MP | MP | Trk 4 | Trk 2 | Trk 1 | Trk 3 | Other Trks | |
| GCT (MP 0.0) – CP 1 (MP 0.9) | | | | | | | | |
| Restricted Speed, not exceeding | | | | | | | | 10 |
| Upper Level Loop | | | | | | | 4 | |
| Lower Level Loop | | | | | | | 6 | |
| CP 1 (MP 0.9) – CP 8 (MP 7.1) | | | | | | | | 60 |
| 85 th Street | 2.1 | 2.2 | 45 | ~ | ~ | 45 | | |
| 95 th Street | 2.6 | 2.7 | 45 | ~ | ~ | 45 | | |
| Harlem-125 th St. Station | 4.0 | 4.5 | 40 | 40 | 40 | 40 | | |
| CP 4 – CP 5 | 4.5 | 5.0 | 35 | 35 | 35 | 35 | | |
| CP 5 Interlocking | 5.0 | 5.5 | 40 | 40 | 40 | 40 | | |
| CP 5 – CP 6 | 5.5 | 6.3 | 45 | 45 | 45 | | | |
| CP6-CP106 (Harlem Line) | Wye Track - | | | | | 10 | | |

GCT 41-B FREIGHT TRAINS HAULED BY METRO-NORTH ENGINE MODELS GP-35, BL20-GH, BL14-CG AND DES-70B

| LOCATION | Between | | Speed Restrictions (MPH) | | | | | Max Auth Speed (MPH) |
|------------------------------------|-------------|----|--------------------------|----------|----------|----------|---------------|-------------------------------|
| | MP | MP | Trk 4 | Trk 2 | Trk 1 | Trk 3 | Other Trks | |
| GCT (MP 0.0) – CP 1 (MP 0.9) | | | | | | | | |
| Restricted Speed, not exceeding 10 | | | | | | | | |
| Upper Level Loop | | | | | | | 4 | |
| Lower Level Loop | | | | | | | 6 | |
| CP 1 (MP 0.9) – MP 6.420 | | | | | | | | |
| CP 6 - CP 106 (Harlem Line) | Wye Track - | | | | | | 10 | |
| MP 6.4 – CP 8 (MP 7.1)40 | | | | | | | | |

GCT 41-C FREIGHT TRAINS HAULED BY OTHER ENGINES

| LOCATION | Between | | Speed Restrictions (MPH) | | | | | Max Auth Speed (MPH) |
|------------------------------------|-------------|----|--------------------------|----------|----------|----------|---------------|-------------------------------|
| | MP | MP | Trk 4 | Trk 2 | Trk 1 | Trk 3 | Other Trks | |
| GCT (MP 0.0) – CP 1 (MP 0.9) | | | | | | | | |
| Restricted Speed, not exceeding 10 | | | | | | | | |
| Upper Level Loop | | | | | | | 4 | |
| Lower Level Loop | | | | | | | 6 | |
| CP 1 (MP 0.9) – CP 8 (MP 7.1) | | | | | | | | |
| 20 | | | | | | | | |
| CP 6–CP 106 (Harlem Line) | Wye Track - | | | | | | 10 | |

GCT 41-D SPECIAL SPEED INSTRUCTIONS

1. **MEASURED MILES [Rule 7-M(2)]**
Measured Mile signs for the purpose of validating on-board speedometer readings are located at:
 - MP 7 and MP 8 (northward and southward)
2. **FREIGHT TRAINS WITH CRANES**
Freight trains with cranes will operate at freight train speeds not to exceed **30 MPH**.
3. **LIGHT LOCOMOTIVES**
All single light and multiple light locomotives will not exceed **30 MPH** between CP 1 and CP 5.

GCT 42 EQUIPMENT RESTRICTIONS HUDSON LINE (GCT - CP 8)

GCT 42-A CLEARANCES

Maximum height permitted:

| Between Locations | Maximum Height (all tracks) |
|--|------------------------------------|
| GCT and 97 th St. (MP 2.8) | 14 feet, 10 inches |
| 97 th St. (MP 2.8) and MP 6.2 | 15 feet, 6 inches |
| MP 6.2 and CP 8 | 17 feet, 0 inches |

GCT 42-B ENGINES

Diesel engines (except unit nos. 404, 405) operating multiple light, or multiple with train, are prohibited on track 19, Upper Level.

GCT 42-C MULTIPLE UNIT EQUIPMENT AND PASSENGER CARS

1. M-series cars are prohibited from operating around loop tracks with passengers, unless authorized by RTC.
2. M-series cars are prohibited from operating from the loop track to track 3 through the 471 switch reversed.
3. Passenger cars other than those owned by Metro-North, CDOT and Amtrak are prohibited between GCT and CP 3 unless authorized by Senior VP - Operations.
4. Bombardier cars are prohibited from operating on track 19, Upper Level.

GCT 42-D FREIGHT CARS

1. Maximum weight permitted for freight cars between:
 - GCT – CP 5: 190,000 lbs.
 - CP 5 – CP 8: 286,000 lbs.
2. Freight cars in excess of 50 feet, 6 inches in length are prohibited between GCT and CP 3, unless authorized by Senior VP – Operations.
3. Freight cars other than those owned by Metro-North are prohibited between GCT and CP 3 unless authorized by Senior VP - Operations.

GCT 43 ELECTRICAL OPERATION HUDSON LINE (GCT - CP 8)

GCT 43-A TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION

1. All Main Tracks between CP 1 and CP 8 are equipped with energized third rail.
2. All tracks between GCT and CP 1 are equipped with energized third rail except:
 - South end of track 53 (490 feet on North End is equipped with energized third rail)
 - Tracks 63, 64, 65, 82, 83, 94
3. The following other tracks between CP 1 and CP 8 are equipped with energized third rail:
 - Mott Haven tracks 6 and 7.
 - MO Wye Track 5 is equipped with third rail, which is energized upon request of the RTC.

GCT 44 HIGHWAY GRADE CROSSINGS HUDSON LINE (GCT - CP 8) (None)

GCT 45 LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS AND EMPLOYEE REGISTERS HUDSON LINE (GCT - CP 8)

1. Bulletin Boards, Standard Clock and Employee Register are located in:
 - GCT Register Room (adjacent to Track 42)
2. Bulletin Boards and Standard Clock are located in:
 - Operations Control Center (Hall D, 6th Floor)
3. Standard Clocks are located in:
 - Track 25 Office

GCT 46 SIGNAL ASPECTS NOT COVERED BY RULE 11 HUDSON LINE (GCT - CP 8)

GCT 46-A CAR INSPECTOR SIGNALS – GCT [Rule 16]

Car inspector signals are located on Upper Level platform tracks 11 through 42 and Lower Level platform tracks 101 through 115. Blue on these signals indicate that an inspection is being made, per Rule 16. Ivory (Upper Level) or amber (Lower Level) indicates no inspection being made. No indication must be treated as a blue light, and reported immediately to the RTC.

GCT 46-B ROUTE INDICATORS – CP 4

Route indicators, for information only, located on south end of movable bridge at CP 4. For each track, route indicator will show whether northward trains are lined for the Hudson Line or Harlem Line at CP 5.

- Arrow pointing left – Hudson Line
- Arrow pointing up – Harlem Line
- No arrow – Route undetermined

Unless otherwise instructed, engineers receiving a route indication arrow that does not conform with the train's scheduled routing should bring their train to a stop prior to passing northward signal at CP 5 and communicate with the RTC.

GCT 47 YARDS HUDSON LINE (GCT - CP 8)

GCT 47-A DESIGNATED YARDS

The following areas are designated yards:

| <u>LOCATION</u> | <u>UNDER CONTROL OF</u> |
|-----------------------|-------------------------|
| GCT - CP 1 (see note) | Yardmaster – OCC |

NOTE: All tracks and train movements within GCT yard are under the control of the RTC.

GCT 47-B HIGHBRIDGE YARD TRACKS

1. TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION:
 - All tracks except 1022 feet on tracks 10 and 12 through the Car Appearance Facility, and 338 feet on track 24 lead through Car Wash Building.

2. DESIGNATED MECHANICAL TRACKS [Rule 16-B]

| Mechanical Tracks | Use of Tracks Requires Permission of | During Following Times | Radio Chan. | Tele. Ext. |
|--------------------------|---|-------------------------------|--------------------|-------------------|
| 10,12,42 | Car Appearance Facility Foreman | All Times | 3 | 6935 |

3. CAR WASH

MAS through Car Wash Building:

Southward movements – **Restricted Speed not exceeding 3 MPH**

Northward movements – **Restricted Speed not exceeding 10 MPH**

Before entering Car Wash Building, southward trains and engines must stop at a point 50 feet from automatic door, northward trains and engines at a point 130 feet from automatic door, and not proceed until indicator displays illuminated letters "GO" and door is completely open.

4. TRAINS DEPARTING HIGHBRIDGE YARD

Prior to starting movement, the engineer of trains departing Highbridge Yard will contact the RTC (District M for southward movements, District C for northward movements) and report the train ready to depart.

**GCT 48 OTHER INSTRUCTIONS
HUDSON LINE (GCT - CP 8)**

GCT 48-A INTERLOCKING RULES – GCT – CP 1 [Rule 13]

Interlocking Rules (Rule 13) are in effect on all tracks between GCT and CP 1.

GCT 48-B PASSENGER TRAINS [Rule 13-H]

Scheduled trains departing GCT do not require permission of the RTC or proceed interlocking signal to advance to the first signal at scheduled departure time.

GCT 48-C MOVEMENT OF TRACK CARS [Rule 23-K(2)]

Signals will be displayed for track car movements within or through the interlocking limits of Upper Level, Lower Level, or CP 1. Track cars will proceed governed by signal indication.

GCT 48-D EQUIPMENT – ENGINE MNR/NYCT 064

MNR/NYCT engine No. 064 is not equipped with cab signals or ATC, but is permitted to operate at restricted speed between GCT and CP 6 in switching service. Absolute block signal **[Rule 11-B(2)]** must be displayed for movements north of CP 1.

GCT 48-E ATC MODE FORWARD SIGN [Rules 11-D(4) and 15-D(2)]

"ATC Mode Forward" sign [Rule 11-D(4)] is located 1,320 feet south of CP 8 for northward trains entering the Hudson Line from the Oak Point Link (CSX).

GCT 48-F TRAINS WITH TRAIN CONTROL APPARATUS FAILURE [Rule 15-J]

Trains with an enroute train control apparatus failure will operate between CP 1 and GCT on fixed signal indication. Rule 15-J does not apply.

GCT 48-G HAND BRAKES

1. When trains arrive on GCT loop platform tracks 38, 39, 40, 41, or 42, the conductor must ensure that a sufficient number of hand brakes, not less than two, are applied to secure the train on the grade. If any hand brake is found to be defective, it must be reported immediately to the GCT Mechanical Desk.
2. When light engines are placed on GCT loop tracks 38, 39, 40, 41, or 42, the engineer will apply hand brakes on each unit. If hand brake does not function as intended, engine(s) must not be left unattended and GCT Mechanical Desk must be notified immediately.
3. Engines and cars placed on GCT yard tracks 82, 83, 90 through 94, 123 and 125 must have hand brake and chocks applied to all engines and cars.
4. On all other tracks in GCT, the hand brake(s) are to be applied to the south end of the consist.

GCT 48-H REQUIREMENT FOR FORM M FOR TRACK WORK [Rule 21]

Between CP 1 and CP 4, Form M Line 1, Line 2, or Line 3 authority is required for anyone working on the track, with or without mechanized equipment, except when working within interlocking limits.

GCT 48-I RADIO TEST [Rule 5-D(10)]

At GCT, the radio test required by Rule 5-D(10) when taking charge of a train will be made between the engineer and another crew member on that same train.

GCT 48-J DESIGNATED REPAIR FACILITIES AND REPAIR POINTS

1. Designated Repair Facilities:
 - none
2. Repair Points:
 - GCT Yard
 - Highbridge Yard

GCT 48-K REQUIREMENT TO OCCUPY REAR CAR

Except in event of emergency, or as otherwise directed by the RTC, a crew member qualified on the physical characteristics must occupy the rear car of a passenger train while it is between GCT and MP 2.8 (northern limit of Park Avenue Tunnel).

GCT 48-L MAIN TRACK HAND OPERATED SWITCHES

To obtain unlock for electric lock switch, equipment on main track must be between 10 and 70 feet from switch point. Between GCT and CP 8, main track hand operated switches are equipped with electric locks.

GCT 48-M YANKEES-E. 153rd STREET – DIESEL TRAINS

Diesel-powered trains stopped at Yankees-E. 153rd Street must be positioned such that engine is not underneath or adjacent to the overhead station mezzanine.

GCT 48-N MO WYE COMPANY GRADE CROSSING

Engine horn signal Rule 4-E(5)(c) will be sounded for Company vehicular grade crossing on MO Wye track 5.

GCT 48-O DETECTORS

Wheel impact detectors are located at MP 2.2 (86th Street) for northward and southward movements on No.4, No.2, No.1, and No. 3 tracks. Detectors are monitored by the RTC.

When a notification is received by the RTC that indicates "ALARM", southward trains will continue to GCT and a QMP notified of the "ALARM". Northward trains will be notified to proceed to the next forward passenger station, inspect the train, and report findings.

When a notification is received by the RTC that indicates "EMERGENCY", the train crew will be notified to STOP the train, consistent with good train handling, inspect the train, and report findings. Southward trains may be moved, not exceeding 10 MPH, to GCT.

Northward trains may be moved, not exceeding 10 MPH, to a location directed by the RTC.

HUD 41 MAXIMUM AUTHORIZED SPEEDS - MAIN TRACKS HUDSON LINE (CP 8 - Division Post/CSX)

NOTE TO MAXIMUM AUTHORIZED SPEED TABLES: The locations shown in the left column for speed restrictions are for general reference only. Milepost locations will govern.

HUD 41-A PASSENGER TRAINS

| LOCATION | Between | | Speed Restrictions (MPH) | | | | Max Auth Speed (MPH) |
|---------------------------------------|---------|------|--------------------------|-------|-------|-------|----------------------|
| | MP | MP | Trk 4 | Trk 2 | Trk 1 | Trk 3 | |
| CP 8 (MP 7.1) – CP 10 (MP 9.9) | | | | | | | 60 |
| BN Curve | 9.2 | 9.9 | 50 | 50 | 50 | | |
| CP 10 (MP 9.9) – MP 11.5 | | | | | | | 30 |
| MP 11.5 – MP 33.0 | | | | | | | 75 |
| Yonkers Curve | 15.0 | 15.3 | 50 | 50 | 50 | 50 | |
| CP 25 – Ossining | 24.7 | 31.0 | 70 | 70 | 70 | 70 | |
| CP 33 | 32.7 | 33.0 | 50 | 50 | 50 | ~ | |
| MP 33.0 – MP 34.1 | | | | | | | 40 |
| MP 34.1 – MP 34.7 | | | | | | | 60 |
| MP 34.7 – MP 40.3 | | | | | | | |
| Tracks 1 and 2 | | | | | | 75 | |
| Track 4 | | | | | | 60 | |
| CP 35 – Cortlandt | 36.7 | 38.4 | 50 | 60 | 60 | | |
| MP 40.3 – MP 46.1 | | | | | | | 60 |
| Peekskill | 41.2 | 41.8 | | 45 | 45 | | |
| Peekskill – Manitou | 43.8 | 44.0 | | 55 | 55 | | |
| MP 46.1 – MP 53.1 | | | | | | | 80 |
| Manitou – Garrison | 46.6 | 46.9 | | ~ | 60 | | |
| Garrison | 50.0 | 50.9 | | 60 | 60 | | |
| MP 53.1 – Division Post/CSX (MP 75.8) | | | | | | | 90 |
| CP 58 – CP 61 | 58.6 | 61.4 | | | | 30 | |
| CP 58 – CP 61 | 59.6 | 61.6 | | 80 | 80 | | |
| CP 61 – New Hamburg | 62.5 | 64.3 | | 85 | 85 | | |
| New Hamburg Bridge | 64.3 | 64.8 | | 80 | 80 | | |
| South of CP 72 – Poughk. | 71.9 | 73.0 | | 70 | 70 | | |
| CP 72 – CP 75 | 72.5 | 75.5 | | | | 30 | |
| CP 72 – Poughkeepsie | 73.0 | 73.2 | | 70 | 60 | | |
| CP 72 – Poughkeepsie | 73.2 | 73.5 | | 70 | 70 | | |
| Poughkeepsie | 73.5 | 73.7 | | 70 | 60 | | |
| Poughkeepsie – CP 75 | 73.7 | 74.1 | | 70 | 70 | | |

HUD 41-B FREIGHT TRAINS HAULED BY METRO-NORTH ENGINE MODELS GP-35, BL20-GH, BL14-CG AND DES-70B

| LOCATION | Between | | Speed Restrictions (MPH) | | | | Max Auth Speed (MPH) |
|--|---------|------|--------------------------|--------------------------------|-------|-------|----------------------|
| | MP | MP | Trk 4 | Trk 2 | Trk 1 | Trk 3 | |
| CP 8 (MP 7.1) – CP 10 (MP 9.9) | | | | | | | 40 |
| BN Curve | 9.2 | 9.9 | 30 | 30 | 30 | | |
| CP 10 (MP 9.9) – MP 11.5 | | | | | | | 20 |
| MP 11.5 – MP 32.0 | | | | | | | 40 |
| MP 32.0 – MP 34.7 | | | | | | | 25 |
| MP 34.7 – Division Post/CSX (MP 75.8) | | | | | | | |
| | | | | Tracks 1 and 2 | | | 50 |
| | | | | Track 4 (CP 35 – CP 39) | | | 40 |
| CP 35 – Cortlandt | 34.7 | 35.7 | ~ | 45 | 45 | | |
| CP 35 – Cortlandt | 36.7 | 38.4 | ~ | 40 | 40 | | |
| Cortlandt – Peekskill | 40.4 | 41.2 | ~ | 40 | 40 | | |
| Peekskill | 41.2 | 41.8 | | 30 | 30 | | |
| Peekskill – Manitou | 41.8 | 45.3 | | 40 | 40 | | |
| Garrison | 50.0 | 50.9 | | 40 | 40 | | |
| CP 58 – CP 61 | 58.6 | 61.4 | | | | 25 | |
| CP 72 – CP 75 | 72.5 | 75.5 | | | | 25 | |
| CP 72 – Poughkeepsie | 73.0 | 73.2 | | ~ | 40 | | |

HUD 41-C FREIGHT TRAINS HAULED BY OTHER ENGINES

| LOCATION | Between | | Speed Restrictions (MPH) | | | | Max Auth Speed (MPH) |
|-----------------------------------|---------|------|--------------------------|-------|-------|-------|----------------------|
| | MP | MP | Trk 4 | Trk 2 | Trk 1 | Trk 3 | |
| CP 8 (MP 7.1) – CP 10 (MP 9.9) | | | | | | | 20 |
| CP 10 (MP 9.9) – MP 11.5 | | | | | | | 15 |
| MP 11.5 – MP 32.0 | | | | | | | 40 |
| Ludlow – Yonkers | 14.6 | 15.2 | 25 | 25 | 25 | 25 | |
| Glenwood – Hastings | 17.8 | 19.3 | 25 | 25 | 25 | 25 | |
| Irvington – CP 26 | 24.0 | 25.6 | 25 | 25 | 25 | 25 | |
| MP 32.0 – MP 33.0 | | | | | | | 25 |
| MP 33.0 – CP 34 (MP 33.4) | | | | | | | 15 |
| CP 34 (MP 33.4) – MP 34.7 | | | | | | | 20 |
| MP 34.7 – MP 55.0 | | | | | | | 45 |
| Tracks 1 and 2 | | | | | | | |
| Track 4 (CP 35 – CP 39) | | | | | | | 40 |
| CP 35 – Cortlandt | 34.7 | 35.6 | 35 | 35 | 35 | | |
| Cortlandt – Peekskill | 39.2 | 41.2 | ~ | 40 | 40 | | |
| Peekskill | 41.2 | 41.8 | | 30 | 30 | | |
| Peekskill – Garrison | 41.8 | 46.3 | | 40 | 40 | | |
| Garrison | 50.0 | 50.9 | | 40 | 40 | | |
| Cold Spring – Breakneck | 52.0 | 55.0 | | 40 | 40 | | |
| MP 55.0 – Div. Post/CSX (MP 75.8) | | | | | | | 50 |
| CP 58 – CP 61 | 58.6 | 61.4 | | | | 25 | |
| CP 61 – New Hamburg | 61.4 | 64.7 | | 40 | 40 | | |
| South of CP 72 | 71.0 | 72.5 | | 45 | 45 | | |
| CP 72 – CP 75 | 72.5 | 75.5 | | | | 25 | |
| CP 72 - Div. Post/CSX | 72.5 | 75.8 | | 35 | 35 | | |

HUD 41-D SPECIAL SPEED INSTRUCTIONS

1. **MEASURED MILES [Rule 7-M(2)]**
 Measured Mile signs for the purpose of validating on-board speedometer readings are located at:
 - MP 7 and MP 8 (northward and southward)
 - MP 29 and MP 28 (northward and southward)
 - MP 68 and MP 67 (northward and southward)

2. **WEATHER RESTRICTIONS [SI 7-C]**
 The following speed restrictions apply when Weather Restrictions are in effect:

Weather Restriction Level 1 – no restrictions
 Weather Restriction Level 2 – no restrictions
 Weather Restriction Level 3 – no restrictions
 Weather Restriction Level 4 – temperatures of 95°F and above

 - **80 MPH** maximum speed for all trains; additional restrictions may be designated in the DTOBO.

3. **FREIGHT TRAINS WITH CRANES**
 Freight trains with cranes will operate at freight train speeds not to exceed **30 MPH**.

4. **UNIT BALLAST TRAINS**
 Unit ballast trains will not exceed **40 MPH** between CP 35 and CP 75.

HUD 42 EQUIPMENT RESTRICTIONS HUDSON LINE (CP 8 - Division Post/CSX)

HUD 42-A CLEARANCES

- Maximum height permitted:

| Between Locations | Maximum Height | | | |
|-------------------------|----------------|-------|-------|-------|
| | TRK 4 | TRK 2 | TRK 1 | TRK 3 |
| CP 8 – CP 12 | 17'0" | 17'0" | 17'0" | |
| CP 12 – CP 19 | 17'0" | 17'0" | 17'0" | 16'6" |
| CP 19 – MP 25.4 | 17'0" | 16'6" | 17'0" | 16'6" |
| MP 25.4 – CP 26 | 19'4" | 16'6" | 17'0" | 16'6" |
| CP 26 – CP 33 | 17'0" | 17'0" | 17'0" | 17'0" |
| CP 33 – CP 34 | 19'4" | 17'0" | 17'0" | 17'0" |
| CP 34 – CP 35 | | 19'4" | 17'0" | 17'0" |
| CP 35 – CP 39 | 18'2" | 18'8" | 19'4" | |
| CP 39 – MP 48.3 | | 19'4" | 18'0" | |
| MP 48.3 – Div. Post/CSX | All Tracks - | | | 19'4" |

- SPECIAL RESTRICTIONS - TOFC EQUIPMENT

Trailer-on-Flat-Car (TOFC) equipment not exceeding 17 ft. 2 in. height may operate between CP 8 and Division Post/CSX, subject to the following routing restrictions:

| Between | TOFC Trains Must Operate On: |
|---------------|---|
| CP 8 – CP 10 | No. 1 or No. 4 track |
| CP 10 - CP 12 | Any Main Track |
| CP 12 - CP 19 | No. 1 track only |
| CP 19 - CP 26 | No. 1 or No. 4 track |
| CP 26 - CP 33 | No. 1 track only |
| CP 33 - CP 34 | No. 1 or No. 4 track |
| CP 34 - CP 72 | Any Main Track; may also operate Track 6 between CP 35 and CP 36 for access to and from Croton West Yard (CSX). |
| CP 72 - CP 75 | No. 1 or No. 2 track |

Southward trains with TOFC cars must be visually inspected by a qualified Metro-North employee passing Poughkeepsie station to ensure that no car exceeds 17 ft. 2 in. height. The RTC will not permit any train with TOFC cars to operate south of CP 26 until receiving confirmation from the employee performing the inspection that no car exceeds 17 ft. 2 in.

Northward trains with TOFC cars must be measured prior to entering Metro-North territory at CP 8. The RTC will not permit trains with TOFC cars to operate north of CP 8 until receiving confirmation from the employee performing measurement that no car exceeds 17 ft. 2 in.

HUD 42-B FREIGHT CARS - MAXIMUM WEIGHT

Maximum weight permitted for freight cars between:

- CP 8 - Div. Post/CSX: 286,000 lbs.

HUD 43 ELECTRICAL OPERATION HUDSON LINE (CP 8 - Division Post/CSX)

HUD 43-A TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION

1. MAIN TRACKS between:
 - CP 8 and CP 19: All tracks
 - CP 19 and CP 25: Tracks 3, 2, and 4; Track 1 is also equipped with energized third rail between CP 19 and MP 18.9 and between MP 24.3 and CP 25.
 - CP 25 and CP 26: All tracks
 - CP 26 and CP 33: Tracks 3, 2, and 4; Track 1 is also equipped with energized third rail between CP 26 and MP 27.0 and between MP 32.0 and CP 33.
 - CP 33 and MP 34.5: All tracks
 - MP 34.5 & MP 34.8: Tracks 2 and 4
2. OTHER TRACKS:
 - CP 25: 1,120 feet at north end of Track 6 (Middle)

HUD 44 HIGHWAY GRADE CROSSINGS HUDSON LINE (CP 8 - Division Post/CSX)

| Crossing Name | Special Notes "P" if Private | Location | MP | Operating Limits | Type of Warn. Dev. | Special Whistle Inst.. | Special Actions Required | | | Apparatus Provided | | |
|---------------|---------------------------------|-----------|------|------------------|--------------------|------------------------|--------------------------|----------|-----------|--------------------|----------|-------------|
| | | | | | | | Action | Track(s) | Direction | Device | Track(s) | Pre-emption |
| Hudson Ave. | | Peekskill | 41.4 | 40.8-41.8 | FG | | | | | | | |
| Manitou Rd. | | Garrison | 46.1 | 45.5-46.9 | FG | | | | | | | |
| Kings Dock | P | Garrison | 47.4 | | N | | | | | | | |
| Bank St. | | Chelsea | 62.5 | 61.5-63.3 | FG | | | | | | | |
| Pirate Canoe | P | Poughk. | 71.0 | 70.1-71.8 | FG | W | | | | | | |

SEE SPECIAL INSTRUCTION **SI 18-A** FOR ABBREVIATIONS AND EXPLANATION OF ACTIONS REQUIRED.

HUD 45 LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, AND EMPLOYEE REGISTERS HUDSON LINE (CP 8 - Division Post/CSX)

Bulletin Boards, Standard Clock, and Employee Register are located in:











- Harmon Yard Register Room
- Croton West Yard (also Albany Division/CSX)
- Poughkeepsie Station – 2nd Floor Register Room

HUD 46 SIGNAL ASPECTS NOT COVERED BY RULE 11 HUDSON LINE (CP 8 - Division Post/CSX)

HUD 46-A CP 75

The following signal aspects and indications are in effect for northward trains at CP 75.

Special Instruction No.

| | | | |
|-------------|---|------------------------------------|--|
| HUD 46-A(1) |  | NAME: INDICATION: | Clear Proceed. |
| HUD 46-A(2) | Flashing  | NAME: INDICATION: | Limited Clear Proceed; Limited Speed within interlocking limits. |
| HUD 46-A(3) |  | NAME: INDICATION: | Medium Clear Proceed; Medium Speed within interlocking limits. |
| HUD 46-A(4) | Flashing   Fig. A Fig. B | NAME: INDICATION: | Medium Approach Proceed at Medium Speed prepared to stop at next signal. |
| HUD 46-A(5) |  | NAME: INDICATION: | Approach Proceed prepared to stop at next signal. Trains exceeding Medium Speed must at once reduce to that speed. |
| HUD 46-A(6) |   Fig. A Fig. B | NAME: INDICATION: | Restricting Proceed at Restricted Speed. |
| HUD 46-A(7) |   Fig. A Fig. B | NAME: INDICATION: | Stop Signal Stop. |

HUD 47 YARDS AND YARD TRACKS HUDSON LINE (CP 8 - Division Post/CSX)

HUD 47-A DESIGNATED YARDS

The following areas are designated yards:

LOCATION

HARMON

UNDER CONTROL OF

Yardmaster – Harmon

HUD 47-B HARMON YARD

1. TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION

| Tracks | Portion Equipped with Energized Third Rail |
|--------------------------|--|
| 5,6,7,8,9,10,11,12,13,14 | Entire length |
| 15 | 493 ft. on south end |
| 18 | Entire length except 403 ft. through fuel pad |
| 19 south | Entire length |
| 20 | 488 ft. on south end |
| 21 | 213 ft. on south end |
| 22 | 262 ft. on south end |
| 23 | 650 ft. on south end |
| 24 | 183 ft. on south end; 153 ft. on north end |
| 25 | 190 ft. on south end |
| 26, 27, 30 | Entire length |
| 132 | 2423 ft. on south end; 240 ft. on north end |
| 136 | 412 ft. on south end; 950 ft. on north end |
| 144 | 743 ft. on south end |
| 146 | 695 ft. on south end; 900 ft. on north end |
| 148 | 412 ft. on south end |
| 150 | 625 ft. on south end; 400 ft. on north end |
| 152 | 535 ft. on south end; 370 ft. on north end |
| 154 | 465 ft. on south end |
| 156 | 423 ft. on south end; 300 ft. on north end |
| 158 | 492 ft. on south end; 1052 ft. on north end |
| 160 | 358 ft. on south end; 600 ft. on north end |
| 162 | 230 ft. on south end; 723 ft. on north end |
| 66 | 395 ft. on north end |
| 80, 84, 88 | Entire length |
| 90 | Entire length except 300 ft. through wheel true facility |
| 92 | Entire length except 140 ft. through wheel true facility |
| Ladders D, E, F, G | Entire length |

2. DESIGNATED MECHANICAL TRACKS [Rule 16-B]

| Mechanical Tracks | Use of Tracks Requires Permission of | During Following Times | Radio Chan. | Tele. Ext. |
|---|--------------------------------------|------------------------|-------------|------------|
| 20 through 28, 31 through 36, 64, 66, 84, 88, 90, 92, 94, 80 (north of switch connecting to 148 track) and 132 through 162. | Mechanical Foreman | All Times | 3 | 1539 |

3. ROUTE INDICATORS

Route indicators are in service in Harmon Yard, under control of Yardmaster, capable of displaying the following aspects:

Flashing Amber arrow: Route is lined.

Amber "X": Do not proceed; Route not lined.

4. PERMISSION TO USE TRACKS

- Permission of the Yardmaster is required for all movement on yard tracks, except designated Mechanical tracks.

5. SPEED RESTRICTIONS

- MAS on all yard tracks, unless otherwise restricted – **Restricted Speed not exceeding 10 MPH**
- All trains and engines while operating through car wash - **Restricted Speed not exceeding 3 MPH**

6. NORMAL POSITION OF YARD SWITCHES [Rule 19-A(2)]

- Remotely controlled facing point power switch for southward movements from yard track 80 to yard track 19 south is to be lined for yard track 19 south.
- Facing point hand operated switch for northward movements from yard track 80 to yard track 24 is to be lined for yard track 80.
- Facing point hand operated switch for northward movements from yard track 80 to yard track 27 is to be lined for yard track 80.

7. NORMAL POSITION OF DERAILS

The normal position of the derails at the following locations is the non-derailing position:

Harmon: Track 5 north and south, tracks 6, 7, 8, 9 north, track 15 south, track 19 north and south, track 21 & 23 south, track 30 south, track 33 north, track 34 south and track 36 north and south.

HUD 47-C POUGHKEEPSIE YARD TRACKS

1. DESIGNATED MECHANICAL TRACKS [Rule 16-B]

| Mechanical Tracks | Use of Tracks Requires Permission of | During Following Times | Radio Chan. | Tele. Ext. |
|--------------------------|---|-------------------------------|--------------------|-------------------|
| 5, 6, 8 | Mechanical Foreman | All Times | 1 | 3554 or 3553 |

HUD 47-D RIVERDALE

Gates installed across yard track No. 6 at Riverdale Park pedestrian crossing (MP 13.0). Trains and engines on No. 6 track must stop, position and secure gates for rail traffic, and must Stop and Warn at pedestrian crossing as prescribed by Rule 18-D. After passing over crossing, gates must be secured in position for pedestrian traffic.

HUD 48 **OTHER INSTRUCTIONS**

HUDSON LINE (CP 8 - Division Post/CSX)

HUD 48-B REDUCED WHEEL-RAIL ADHESION [Rule 11-G(6); SI 7-B]

Code Point Indicator Signs are located at:

For Southward Movements

- MP 26.8
- MP 19.9
- MP 13.6

For Northward Movements

- MP 17.3

HUD 48-C DETECTORS

Hot journal, dragging equipment, and third rail fouler detectors are located at MP 48.3 for northward and southward movements on No. 2 and No. 1 tracks.

Detectors are monitored by the RTC. Before displaying proceed interlocking signal at CP 39 for a southward train, or at CP 53 for a northward train, train must pass detectors and RTC must immediately examine control center monitor.

If hot journal or dragging equipment is indicated, RTC must instruct train to stop at once, consistent with good train handling, and have crew inspect train and report findings.

Inspection must be performed before southward train passes CP 39 or northward train passes CP 53.

If third rail fouler is indicated, inspection must be performed before entering third rail territory.

In the event of a detector failure at MP 48.3, southward trains must be inspected prior to passing CP 39 and northward trains must be inspected prior to passing CP 61. Inspection will be performed by crew or other qualified employees, observing train for defects, including hot journal, dragging equipment, and third rail foulers.

HUD 48-E ENGINE HORN SIGNAL - BREAKNECK RIDGE STATION

Sign consisting of black numerals and letters **W10E** on square yellow background installed for southward movements 3300 ft. north of Breakneck Ridge station. Engine horn signal [**Rule 4-E(5)(d)**] will be sounded commencing at this sign until the lead unit of the train passes Breakneck Ridge station.

HUD 48-F DESIGNATED REPAIR FACILITIES AND REPAIR POINTS

Designated Repair Facility: Harmon

Repair Point: Poughkeepsie

HUD 48-G MAIN TRACK HAND OPERATED SWITCHES

To obtain unlock for electric lock switch, equipment on main track must be between 10 and 70 feet from switch point. Between CP 8 and MP 75.8, main track hand operated switches are equipped with electric locks except for:

| | | |
|-------------------|---------|---------|
| - Burnwell | Track 1 | MP 40.6 |
| - Price Brothers | Track 3 | MP 61.0 |
| - American Lumber | Track 1 | MP 63.2 |
| - New Hamburg | Track 2 | MP 64.9 |

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HARLEM LINE SPECIAL INSTRUCTIONS

HAR 40 STATIONS - HARLEM LINE

The direction from CP 5 to End of Track (MP 82.4) is Northward.
Tracks 4, 2, 1 and 3 are numbered West to East.

| Stations are listed south to north. Passenger Stations are shown in BOLDFACE type | NOTE | MP | RTC Dist. | Radio Chan. | Tracks (west to east) and Method of Operation | | | |
|---|-------------|-------------|-----------|-------------|---|-------|-------|-------|
| | | | | | Trk 4 | Trk 2 | Trk 1 | Trk 3 |
| CP 5 (Hudson Line) <i>INT</i> | | 5.2 | M | 2 | IR | IR | IR | IR |
| Mott Haven Jct. (MO) | a | 5.4 | | | CSS | CSS | CSS | CSS |
| CP 106 <i>INT</i> | | 5.9 | | | | | | |
| MELROSE | | 6.1 | | | CTC | CTC | CTC | CTC |
| TREMONT | | 7.9 | A | | CSS | CSS | CSS | CSS |
| FORDHAM | | 8.9 | | | | | | |
| BOTANICAL GARDEN | | 9.5 | | | | | | |
| WILLIAMS BRIDGE | | 10.5 | | | | | | |
| CP 112 (New Haven Line) <i>INT</i> | | 11.8 | | | | | | |
| WOODLAWN | | 11.9 | | | | | | |
| WAKEFIELD | | 12.6 | | | | | | |
| MOUNT VERNON WEST | | 13.2 | | | | | | |
| CP 113 <i>INT</i> | | 13.3 | | | | | | |
| FLEETWOOD | | 14.3 | | | | | | |
| BRONXVILLE | | 15.3 | | | | | | |
| TUCKAHOE | | 16.0 | | | | | | |
| CP 116 <i>INT</i> | | 16.5 | | | | | | |
| CRESTWOOD | | 16.8 | | | | | | |
| CP 117 <i>INT</i> | | 17.3 | | | | | | |
| CP 119 <i>INT</i> | | 18.8 | B | | | | | |
| SCARSDALE | | 19.0 | | | | | | |
| HARTSDALE | | 20.6 | | | | | | |
| CP 121 <i>INT</i> | | 21.0 | | | | | | |
| WHITE PLAINS | | 22.4 | | | | | | |
| CP 123 <i>INT</i> | | 23.5 | | | | IR | IR | IR |
| NORTH WHITE PLAINS | | 23.8 | | | | CSS | CSS | CSS |
| CP 124 <i>INT</i> | | 23.9 | | | | | | |
| North White Plains Yard | a, b | 24.1 | | 1 | CTC | CTC | | |
| VALHALLA | | 25.5 | | 2 | CSS | CSS | | |
| MOUNT PLEASANT | | 27.2 | | | | | | |
| HAWTHORNE | | 28.3 | | | | | | |
| CP 130 <i>INT</i> | | 30.2 | | | | | | |
| PLEASANTVILLE | | 30.5 | | | | | | |
| CHAPPAQUA | | 32.4 | | | | | | |

HAR 40 STATIONS - HARLEM LINE (continued)

| Stations are listed south to north. Passenger Stations are shown in BOLDFACE type | NOTE | MP | RTC Dist. | Radio Chan. | Tracks (west to east) and Method of Operation | | | |
|--|----------|-------------|-----------|-------------|--|-------|----------------|-------|
| | | | | | Trk 4 | Trk 2 | Trk 1 | Trk 3 |
| CHAPPAQUA | | 32.4 | B | 2 | | CTC | CTC | |
| CP 136 <i>INT</i> | | 36.3 | | | | CSS | CSS | |
| MOUNT KISCO | | 36.6 | | | | | | |
| CP 137 <i>INT</i> | d | 36.8 | | | | | | |
| BEDFORD HILLS | | 39.2 | | | | | | |
| KATONAH | | 41.2 | | | | | | |
| CP 143 <i>INT</i> | | 43.3 | | | | | | |
| GOLDEN'S BRIDGE | | 43.7 | | | | | | |
| PURDY'S | | 46.1 | | | | | | |
| CROTON FALLS | | 47.8 | | | | | | |
| BREWSTER | | 51.9 | | | | | | |
| CP 152 <i>INT</i> | | 52.3 | | | | | | |
| Brewster Yard | a | 53.0 | | | | | | |
| CP 153 <i>INT</i> | | 53.1 | | | | | | |
| SOUTHEAST | | 53.3 | | | | | | |
| CP 154 <i>INT</i> | | 53.5 | | | | | | |
| <i>3rd Rail Rake-Off Blocks</i> | | 54.5 | | | | | | |
| CP 155 (Beacon Line) <i>INT</i> | | 55.3 | | | | | | |
| CP 159 <i>INT</i> | | 59.6 | | | | CTC | | |
| CP 160 <i>INT</i> | | 59.9 | | | | CSS | | |
| PATTERSON | | 60.2 | | | | | | |
| PAWLING | | 63.9 | | | | | | |
| APPALACHIAN TRAIL | | 65.9 | | | | | | |
| HARLEM VALLEY- WINGDALE | | 69.1 | | | | | | |
| CP 169 <i>INT</i> | | 69.2 | | | | CTC | | |
| CP 170 <i>INT</i> | | 69.8 | | | | CSS | | |
| DOVER PLAINS | | 76.7 | | | | | | |
| CP 177 <i>INT</i> | | 77.0 | | | | | | CTC |
| CP 178 <i>INT</i> | | 77.4 | | | | | | CSS |
| TENMILE RIVER | | 79.5 | | | | | | |
| CP 182 <i>INT</i> | | 82.0 | | | | | | |
| WASSAIC | | 82.1 | | | | | | |
| End of Track | | 82.4 | | | | | See note c. | |

HAR 40-A STATION NOTES

- Employee stop for trains designated in Employee Train Schedules.
- Radio Channel 1 in service for yard operations only.
- Designated as other than main track. Rule 7-N applies.
- No. 3 track between CP 137 and MP 37.3 in service; IR and CSS rules in effect.
Interlocking at CP 137 in service on tracks 1 and 3 only.

HAR 41 MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS HARLEM LINE

NOTE TO MAXIMUM AUTHORIZED SPEED TABLES: The locations shown in the left column for speed restrictions are for general reference only. Milepost locations will govern.

HAR 41-A PASSENGER TRAINS

| LOCATION | Between | | Speed Restrictions (MPH) | | | | | Max Auth Speed (MPH) | |
|-------------------------------------|---------|------|--------------------------|----------|----------|----------|---------------|-------------------------------|----|
| | MP | MP | Trk 4 | Trk 2 | Trk 1 | Trk 3 | Other Trks | | |
| CP 5 (MP 5.2) – MP 10.0 | | | | | | | | | 60 |
| CP 5 | 5.2 | 5.4 | 50 | 50 | 50 | 50 | | | |
| CP 5 – CP 106 | | | Wye track - | | | | | | 10 |
| MP 10.0 – CP 112 (MP 11.5) | | | | | | | | | 75 |
| CP 112 (MP 11.5) – CP 117 (MP 17.3) | | | | | | | | | 60 |
| CP 112 | 11.7 | 12.1 | 45 | ~ | ~ | ~ | | | |
| CP 113 – Fleetwood | 13.3 | 14.3 | Track 6 - | | | | | | 15 |
| Fleetwood–Bronxville | 14.6 | 14.8 | ~ | 55 | 55 | | | | |
| CP 117 (MP 17.3) – CP 124 (MP 24.0) | | | | | | | | | 65 |
| CP 119 – Hartsdale | 18.8 | 19.4 | | 60 | 60 | | | | |
| White Plains station curve | 22.1 | 22.7 | | 35 | 35 | | | | |
| White Plains – CP 124 | 22.7 | 23.9 | | 50 | 50 | | | | |
| CP 123 – NWP Yard | 23.4 | 24.0 | | ~ | ~ | 30 | | | |
| CP 124 | 23.9 | 24.0 | | 30 | 30 | | | | |
| CP 124 (MP 24.0) – MP 32.2 | | | | | | | | | 60 |
| CP 124 – Valhalla | 24.0 | 25.4 | | 50 | 50 | | | | |
| Valhalla | 25.4 | 25.7 | | 40 | 40 | | | | |
| Pleasantville curve | 30.3 | 30.7 | | 40 | 40 | | | | |
| MP 32.2 – MP 36.2 | | | | | | | | | 70 |
| Chappaqua | 32.2 | 32.4 | | 60 | 60 | | | | |

HAR 41-A PASSENGER TRAINS (continued)

| LOCATION | Between | | Speed Restrictions (MPH) | | | | | Max Auth Speed (MPH) |
|-------------------------------------|---------|------|--------------------------|-----------|-----------|-----------|---------------|-------------------------------|
| | MP | MP | Trk 4 | Trk 2 | Trk 1 | Trk 3 | Other Trks | |
| MP 36.2 –MP 55.0 | | | | | | | | 60 |
| Mount Kisco | 36.2 | 37.1 | | 45 | 45 | | | |
| CP 137-Bedford Hills | 36.8 | 37.3 | | ~ | ~ | 30 | | |
| Bedford Hills | 39.1 | 39.3 | | 50 | ~ | | | |
| Katonah | 41.0 | 41.4 | | ~ | 40 | | | |
| Purdy's | 45.8 | 46.2 | | 50 | 50 | | | |
| Croton Falls | 47.7 | 47.8 | | 40 | 40 | | | |
| Croton Falls-Brewster | 48.2 | 48.4 | | 50 | 50 | | | |
| Croton Falls-Brewster | 51.0 | 51.5 | | 50 | 50 | | | |
| Brewster – Southward Trains only | 51.5 | 51.8 | | 50 | 50 | | | |
| Brewster – Northward Trains only | 51.5 | 51.8 | | 40 | 40 | | | |
| Brewster | 51.8 | 52.0 | | 40 | 40 | | | |
| Brewster – CP 153 | 52.0 | 53.1 | | 40 | 50 | | | |
| CP 153 – CP 154 | 53.1 | 53.6 | | 20 | 50 | | | |
| MP 55.0 – Wassaic (MP 82.1) | | | | | | | | 70 |
| CP 155 – CP 159 | 58.2 | 58.5 | | | 65 | | | |
| CP 159 – CP 160 | 59.6 | 59.9 | | 30 | ~ | | | |
| Appalachian Trail – Dover Plains | 67.8 | 70.1 | | | 65 | | | |
| CP 169 – CP 170 | 69.1 | 69.8 | | 45 | ~ | | | |
| CP 177 – CP 178 | 77.0 | 77.4 | | | ~ | 30 | | |
| Tenmile River–CP 182 | 80.4 | 80.9 | | | 60 | | | |
| Tenmile River–CP 182 | 80.9 | 82.0 | | | 45 | | | |
| Wassaic | 82.0 | 82.1 | | | 15 | | | |

**HAR 41-B FREIGHT TRAINS HAULED BY METRO-NORTH ENGINE MODELS
GP-35, BL20-GH, BL14-CG AND DES-70B**

| LOCATION | Between | | Speed Restrictions (MPH) | | | | | Max Auth Speed (MPH) |
|---------------------------------------|---------|------|--------------------------|----------|----------|----------|---------------|-------------------------------|
| | MP | MP | Trk 4 | Trk 2 | Trk 1 | Trk 3 | Other Trks | |
| CP 5 (MP 5.2) – CP 112 (MP 11.5) 40 | | | | | | | | |
| CP 5 – Melrose | 5.2 | 6.1 | 20 | 20 | 20 | 20 | | |
| CP 5 – CP 106 | | | Wye Track - 10 | | | | | |
| Melrose – Fordham | 6.6 | 8.8 | 35 | 35 | 35 | 35 | | |
| CP 112 (MP 11.5) – MP 19.4 35 | | | | | | | | |
| CP 112 | 11.7 | 12.1 | 25 | 25 | 25 | 25 | | |
| CP 113 | 13.2 | 13.5 | 25 | 25 | 25 | 25 | | |
| CP 113 – Fleetwood | 13.3 | 14.3 | Track 6 - 15 | | | | | |
| Fleetwood–Bronxville | 14.6 | 14.8 | 25 | 25 | 25 | | | |
| CP 116 – CP 117 | 16.4 | 17.4 | 25 | 25 | 25 | | | |
| MP 19.4 – CP 152 (MP 52.3) 40 | | | | | | | | |
| White Plains station curve | 22.1 | 22.7 | | 35 | 35 | | | |
| CP 123 – CP 124 | 23.4 | 24.0 | | 25 | 25 | 25 | | |
| CP 124 – Valhalla | 24.0 | 25.4 | | 35 | 35 | | | |
| Valhalla | 25.4 | 25.7 | | 30 | 30 | | | |
| Pleasantville | 30.3 | 30.7 | | 30 | 30 | | | |
| CP 137-Bedford Hills | 36.8 | 37.3 | | ~ | ~ | 10 | | |
| Bedford Hills | 39.1 | 39.3 | | 30 | ~ | | | |
| Katonah | 41.0 | 41.4 | | ~ | 30 | | | |
| Katonah – CP 143 | 42.0 | 43.0 | | ~ | 35 | | | |
| Purdy's | 45.8 | 46.2 | | 30 | 30 | | | |
| Croton Falls | 47.7 | 47.8 | | 30 | 30 | | | |
| Croton Falls-Brewster | 48.2 | 48.4 | | 30 | 30 | | | |
| Croton Falls-Brewster | 51.0 | 52.0 | | 30 | 30 | | | |
| Brewster – CP 152 | 52.0 | 52.3 | | 20 | 20 | | | |
| CP 152 (MP 52.3)–Wassaic (MP 82.1) 30 | | | | | | | | |
| CP 152 – CP 154 | 52.3 | 53.5 | | 20 | 20 | | | |
| CP 182 - Wassaic | 82.0 | 82.1 | | | 15 | | | |

HAR 41-C

FREIGHT TRAINS HAULED BY OTHER ENGINES

| LOCATION | Between | | Speed Restrictions (MPH) | | | | | Max Auth Speed (MPH) | |
|------------------------------------|---------|------|--------------------------|-------|-------|-------|------------|----------------------|----|
| | MP | MP | Trk 4 | Trk 2 | Trk 1 | Trk 3 | Other Trks | | |
| CP 5 (MP 5.2) – MP 24.9 | | | | | | | | | 25 |
| CP 5 – Melrose | 5.2 | 6.1 | 20 | 20 | 20 | 20 | | | |
| CP 5 – CP 106 | | | Wye Track - 10 | | | | | | |
| CP 112 – CP 113 | 11.8 | 13.3 | 20 | 20 | 20 | 20 | | | |
| CP 113 – Fleetwood | 13.3 | 14.3 | Track 6 - 15 | | | | | | |
| CP 113 – CP 117 | 13.3 | 17.3 | 20 | 20 | 20 | | | | |
| CP 121 – CP 124 | 22.0 | 23.9 | | 20 | 20 | | | | |
| CP 123 – CP 124 | 23.4 | 24.0 | | | | 20 | | | |
| MP 24.9 – CP 152 (MP 52.3) | | | | | | | | | 40 |
| CP 124 – Valhalla | 24.9 | 25.4 | | 35 | 35 | | | | |
| Valhalla | 25.4 | 25.7 | | 30 | 30 | | | | |
| Pleasantville | 30.3 | 30.7 | | 30 | 30 | | | | |
| CP 137-Bedford Hills | 36.8 | 37.3 | | ~ | ~ | 10 | | | |
| Bedford Hills | 39.1 | 39.3 | | 30 | ~ | | | | |
| Katonah | 41.0 | 41.4 | | ~ | 30 | | | | |
| Katonah – CP 143 | 42.0 | 43.0 | | ~ | 35 | | | | |
| Purdy's | 45.8 | 46.2 | | 30 | 30 | | | | |
| Croton Falls | 47.7 | 47.8 | | 30 | 30 | | | | |
| Croton Falls-Brewster | 48.2 | 48.4 | | 30 | 30 | | | | |
| Croton Falls-Brewster | 51.0 | 52.0 | | 30 | 30 | | | | |
| Brewster – CP 152 | 52.0 | 52.3 | | 20 | 20 | | | | |
| CP 152 (MP 52.3)–Wassaic (MP 82.1) | | | | | | | | | 30 |
| CP 152 – CP 154 | 52.3 | 53.5 | | 20 | 20 | | | | |
| CP 182 - Wassaic | 82.0 | 82.1 | | | 15 | | | | |

HAR 41-D SPECIAL SPEED INSTRUCTIONS

1. **MEASURED MILES [Rule 7-M(2)]**
 Measured Mile signs for the purpose of validating on-board speedometer readings are located at:
 - MP 7 and MP 8 (northward and southward)
 - MP 18.4 and MP 17.4 (southward only)
 - MP 50 and MP 49 (southward only)

2. **WEATHER RESTRICTIONS [SI 7-C]**
 The following speed restrictions apply when Weather Restrictions are in effect:

Weather Restriction Level 1 – no restrictions
 Weather Restriction Level 2 – no restrictions
 Weather Restriction Level 3 – no restrictions
 Weather Restriction Level 4 – temperatures of 95°F and above

 - **80 MPH** maximum speed for all trains; additional restrictions may be designated in the DTOBO.

3. **FREIGHT TRAINS WITH CRANES**
 Freight trains with cranes will operate at freight train speeds not to exceed **30 MPH**.

4. **CP 106**
 - MAS for diverging moves between Track 4 and Track 6 is **10 MPH**.

HAR 42 EQUIPMENT RESTRICTIONS HARLEM LINE

HAR 42-A CLEARANCES

Maximum height permitted:

| Between Locations | Maximum Height | | | |
|---|----------------|--------|-------|--------|
| | TRK 4 | TRK 2 | TRK 1 | TRK 3 |
| CP 5 (MP 5.19-144 th St. Bridge) | 14'11" | 14'10" | 15'0" | 14'10" |
| CP 5 – CP 112 | 15'6" | 14'10" | 15'4" | 14'10" |
| CP 112 – CP 113 | 15'6" | 14'10" | 15'4" | 15'6" |
| CP 113 – CP 119 | All tracks - | | | 15'4" |
| CP 119 – CP 121 | | 14'10" | 15'0" | |
| CP 121 – CP 124 | All tracks - | | | 15'4" |
| CP 124 – CP 154 | All tracks - | | | 16'10" |
| CP 154 – Wassaic | All tracks - | | | 17'9" |

HAR 42-B FREIGHT CARS - MAXIMUM WEIGHT

Maximum weight permitted for freight cars between:

- CP 5 – Wassaic: 263,000 lbs.

HAR 43 ELECTRICAL OPERATION HARLEM LINE

HAR 43-A TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION

1. MAIN TRACKS between:

| | |
|---------------------|----------------------|
| CP 5 and CP 113: | Tracks 4, 2, 1 and 3 |
| CP 113 and CP 117: | Tracks 4, 2 and 1 |
| CP 117 and CP 123: | Tracks 2 and 1 |
| CP 123 and CP 124: | Tracks 2, 1 and 3 |
| CP 124 and CP 154: | Tracks 2 and 1 |
| CP 137 and MP 37.3: | Track 3 |
| CP 154 and MP 53.8: | Track 1 |
2. OTHER TRACKS:

| | |
|---------------------|--|
| CP 5 – CP 106: | Mott Haven Track 6 and 7. |
| MO Yard Wye Track 5 | is equipped with third rail, which is energized upon request of the RTC. |
| CP 113: | Track 6 |

HAR 44 HIGHWAY GRADE CROSSINGS HARLEM LINE

| Crossing Name | Special Notes "P" if Private | Location | MP | Operating Limits | Type of Warn. Dev. | Special Whistle Inst | Special Actions Required | | | Apparatus Provided | | |
|--------------------|---------------------------------|---------------|------|------------------|--------------------|----------------------|--------------------------|----------|-----------|--------------------|----------|-------------|
| | | | | | | | Action | Track(s) | Direction | Device | Track(s) | Pre-emption |
| Virginia Rd. | | N.W.P. | 24.5 | 24.0-25.0 | FG | | HOS | 1 | N | PB | 1,2 | |
| Cleveland Ave. | | Valhalla | 25.4 | 24.9-25.8 | FG | | | | | PB | 1,2 | |
| Lakeview Ave. | | Valhalla | 26.3 | 25.7-26.9 | FG | | | | | PB | 1,2 | |
| Commerce St. | | Valhalla | 26.6 | 26.0-27.2 | FG | | | | | PB | 1,2 | Yes |
| Stevens Ave. | | Mt. Pleasant | 27.4 | 26.8-28.0 | FG | | | | | PB | 1,2 | |
| Roaring Brook Rd. | | Chappaqua | 34.2 | 33.5-34.9 | FG | | | | | PB | 1,2 | |
| City Water | | Mt. Kisco | 35.7 | 34.9-36.5 | F | | | | | | | |
| Green Lane | | Bedford Hills | 38.1 | 37.5-38.6 | FG | | | | | PB | 1,2 | |
| Jay St. | | Katonah | 41.2 | 40.6-41.7 | FG | | | | | PB | 1,2 | |
| Dynamite | P | Katonah | 42.4 | | N | W | | | | | | |
| Brewster Hwy. | | Brewster | 52.0 | 51.5-52.4 | FG | | | | | PB | 1,2 | |
| Dykeman's (Rt 312) | | Brewster | 54.7 | 54.1-55.1 | FG | | | | | PB | 1 | |
| Towners (Rt 164) | | Towners | 57.9 | 57.2-58.6 | FG | | | | | | | |
| Cornwall Hill Rd | | Towners | 59.0 | 58.4-59.6 | FG | | | | | | | |
| Marble Quarry Rd | P | Patterson | 60.0 | | N | | | | | | | |
| Patterson (Rt 311) | | Patterson | 60.3 | 59.6-60.9 | FG | | | | | PB | 1 | |
| Peckham Materials | | Patterson | 60.5 | 60.1-60.9 | F | | | | | | | |
| South St. | | Pawling | 63.0 | 62.5-63.6 | FG | | | | | PB | 1 | |
| Main St. | 1 | Pawling | 63.6 | 63.0-64.3 | FG | | HOS | 1 | S | | | |
| Pawling Pedest. | 1 | Pawling | 63.8 | 63.0-64.3 | FG | | HOS | 1 | S | PB | | |
| Corbin Rd. | 1 | Pawling | 64.6 | 64.3-65.0 | FG | | HOS | 1 | N | | | |
| River Rd. | | Pawling | 65.3 | 64.6-66.0 | FG | | | | | | | |
| Appalachian Tr. | P | Pawling | 65.9 | | N | | | | | | | |
| Kitchen Rd. | | Wingdale | 67.2 | 66.6-67.8 | FG | | | | | PB | 1 | |
| Wheeler Rd. | 2 | Wingdale | 69.1 | 68.5-69.7 | FG | | HOS | 1 | N | | | |
| Pleasant Ridge Rd | | Wingdale | 69.8 | 69.2-70.4 | FG | | | | | PB | 1 | |
| Chipewalla Rd. | P | Wingdale | 71.2 | | N | | | | | | | |
| Dover Furnace | | Dover Plains | 73.6 | 73.0-74.2 | FG | | | | | | | |
| Private | P | Dover Plains | 74.4 | | N | W | | | | | | |
| Mill St. | | Dover Plains | 76.6 | 76.0-77.2 | FG | | | | | | | |
| Dover Plains Stat. | | Dover Plains | 76.7 | 76.0-77.2 | FG | | | | | PB | 1 | |
| Private | P | Tenmile River | 78.9 | | N | W | | | | | | |
| Sinpatch Rd. | | Tenmile River | 79.5 | 78.9-80.1 | FG | | | | | PB | 1 | |
| Furnace Bank Rd | | Wassaic | 81.4 | 80.8-82.0 | FG | | | | | PB | 1 | |
| Station Rd. | 3 P | Wassaic | 82.0 | 81.6-82.1 | FG | | | | | | | |

HAR 44 HIGHWAY GRADE CROSSINGS (continued) HARLEM LINE

SEE SPECIAL INSTRUCTION **SI 18-A** FOR ABBREVIATIONS AND EXPLANATION OF ACTIONS REQUIRED.

SPECIAL NOTES (Column 2):

1. Switch at MP 64.1 cuts out approach circuit to these crossings when reverse.
2. Switch at MP 68.8 cuts out approach circuit to this crossing when reverse.
3. Southward movements at Wassaic Station must activate crossing warning devices for Station Rd. manually using push buttons located at south end of platform. RTC must have 1-S signal requested. This lights the green "1S Signal Request" light in the control box. When this light is lit, pressing the "TD" (Train Departure" button activates crossing warning devices, and the 1S signal will clear when gates are horizontal. If 1S signal is clear and train cannot depart, crew must press the "TD Cancel" button to put signal to Stop and de-activate crossing.

HAR 45 LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, AND EMPLOYEE REGISTERS HARLEM LINE

Bulletin Boards, Standard Clock and Employee Register are located in:

- North White Plains - Register Room (Yard office – 1st Floor)
- Brewster Maintenance Facility – 2nd Floor
- Wassaic - Crew Room

HAR 46 SIGNAL ASPECTS NOT COVERED BY RULE 11

HAR 46-A ROUTE INDICATORS – CP 112

Route indicators, for information only, located on overhead bridge at MP 11.5 for northward trains on No 3, 1, and 2 tracks. Route indicator will show whether trains are lined for the Harlem Line or New Haven Line at CP 112.

- Arrow pointing right – New Haven Line
- Arrow pointing up – Harlem Line
- No arrow – Route undetermined

Unless otherwise instructed, engineers of trains receiving a route indication arrow that does not conform with the train's scheduled routing should bring their train to a stop prior to passing northward signal at CP 112 and communicate with RTC.

HAR 47 YARDS AND YARD TRACKS HARLEM LINE

HAR 47-A DESIGNATED YARDS

The following areas are designated yards:

| <u>LOCATION</u> | <u>UNDER CONTROL OF</u> |
|--------------------|-------------------------|
| NORTH WHITE PLAINS | Yardmaster - NWP |
| BREWSTER | Yardmaster - Brewster |

When no yardmaster is on duty at Brewster, crews will contact the Mechanical Foreman for northbound and southbound train locations.

HAR 47-B MOUNT VERNON WEST YARD TRACKS

1. TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION
 - Track 5 – 900 feet on south end

HAR 47-C NORTH WHITE PLAINS YARD

1. TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION

East of Main Line:

- Tracks 10 lead, 11, 12, 13, 14, 15, 16, 17
- Tracks 20 lead, 21, 22, 23, 24, 25

West of Main Line (Repair Yard)

- Track 5 – 507 feet of south end; 175 feet on north end
- Track 6 – 391 feet on south end; 99 feet on north end
- Tracks 7, 8, and 10 – entire length
- Tracks 6x and 8x – entire length equipped with third rail; energized upon request.

2. DESIGNATED MECHANICAL TRACKS **[Rule 16-B]**

| Mechanical Tracks | Use of Tracks Requires Permission of | During Following Times | Radio Chan. | Tele. Ext. |
|-------------------|--------------------------------------|------------------------|-------------|--------------|
| 5, 6, 7, 8, 10 | Mechanical Foreman | All Times | 1 | 8704 8705 |

HAR 47-D BREWSTER YARD

1. TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION

- Tracks 6, 8, 10, 12, 14, 26, 28, 32, 34, 36, North Yard Lead and South Yard Lead – Entire length
- Track 42: 589 feet on south end; 684 feet on north end
- Track 40: 527 feet on south end; 378 feet on north end

2. DESIGNATED MECHANICAL TRACKS **[Rule 16-B]**

| Mechanical Tracks | Use of Tracks Requires Permission of | During Following Times | Radio Chan. | Tele. Ext. |
|-----------------------|--------------------------------------|------------------------|-------------|------------|
| Tracks 36, 38, 40, 42 | Mechanical Foreman | All Times | 2 | 1308 |

3. WYE TRACK

- a. Cars or engines must not be left unattended on the South Wye track unless authorized by the District Superintendent.
- b. MAS on Wye Tracks - **5 MPH**

4. NORMAL POSITION OF YARD SWITCHES - [Rule 19-A(2)]

Facing point hand-operated crossover for southward movements from No. 6 lead track (freight lead) to south lead track (passenger lead) is to be lined for south lead track.

Facing point hand-operated switch for southward movements from south lead track to north wye track is to be lined for north wye track.

Hand-operated switch connecting north wye track and south wye track to be lined for north wye track.

5. NORMAL POSITION OF DERAILS

The normal position of derails at the following locations is in the non-derailing position:

Brewster: Tracks 6 & 8 north.

HAR 47-E WASSAIC YARD TRACKS

1. DESIGNATED MECHANICAL TRACKS [Rule 16-B]

| Mechanical Tracks | Use of Tracks Requires Permission of | During Following Times | Radio Chan. | Tele. Ext. |
|--------------------------|---|---|--------------------|------------------------------|
| Track 8, Track 10 | Mechanical Foreman | Daily, 1900 hrs to 0700 hrs, except 1900 hrs Saturday through 0700 hrs Sunday | 2 | (845) 373-4260 or 4288 |

**HAR 48 OTHER INSTRUCTIONS
HARLEM LINE**

HAR 48-A DUAL CONTROL SWITCHES **[Rule 19-B]**

Dual control switches are in service at:

- CP 152 (only switch from track 2 to South Wye and switch from track 2 to South Yard Lead, plus split point derail on freight lead)
- CP 153 (only switch from track 2 to Yard Lead)
- CP 155
- CP 159
- CP 160
- CP 169
- CP 170
- CP 177
- CP 178

HAR 48-B REDUCED WHEEL-RAIL ADHESION [Rule 11-G(6); SI 7-B]

Code Point Indicator Signs are located at:

For Southward Movements

- MP 33.5
- MP 20.1
- MP 18.3
- MP 7.5

For Northward Movements

- MP 10.2
- MP 17.8

HAR 48-C REQUIREMENT FOR FORM M FOR TRACK WORK [Rule 21]

Between CP 106 and Botanical Garden (MP 9.5), Form M Line 1, Line 2, or Line 3 authority is required for anyone working on the track, with or without mechanized equipment, except when working within interlocking limits.

HAR 48-D ELECTRIC OPERATION THROUGH HIGH-SPEED TURNOUTS AND CROSSOVERS

Electric trains must not draw power while diverging at greater than 40 mph through the high-speed turnout listed below:

- CP 112 – N21 crossover
- CP 116 – 24 crossover
- CP 117 – all turnouts
- CP 119 – all turnouts
- CP 121 – all turnouts

HAR 48-E DESIGNATED REPAIR FACILITIES AND REPAIR POINTS

Designated Repair Facilities

- North White Plains
- Brewster

Repair Points:

- Wassaic

HAR 48-F MAIN TRACK HAND OPERATED SWITCHES

To obtain unlock for electric lock switch, equipment on main track must be between 10 and 70 feet from switch point. Between CP 5 and MP 82.4, main track hand operated switches are equipped with electric locks except for:

- King Lumber Track 2 MP 43.4

NEW HAVEN LINE SPECIAL INSTRUCTIONS

NHV 40 STATIONS - NEW HAVEN LINE

The direction from CP 112 to Division Post/Amtrak is Eastward.

Tracks 5, 3, 1, 2, 4, and 6 are numbered north to south.

| Stations are listed west to east. Passenger Stations are shown in BOLDFACE type. | | NOTES | MP | RTCDist. | Radio Ch. | Tracks (north to south) and Method of Operation | | | | | |
|--|------|-------|-------------|----------|-----------|---|-----------|-----------|-----------|-----------|-------|
| | | | | | | Trk 5 | Trk 3 | Trk 1 | Trk 2 | Trk 4 | Trk 6 |
| CP 112 (Harlem Line) | INT | | 11.8 | A | 2 | | IR | IR | IR | | |
| CP 212 | INT | | 12.5 | | | | CSS | CSS | CSS | IR CSS | |
| MOUNT VERNON EAST | | | 14.0 | E | 3 | | CTC | CTC | CTC | CTC | |
| PELHAM | | | 15.2 | | | | CSS | CSS | CSS | CSS | |
| CP 215 | INT | | 15.4 | | | | | | | | |
| CP 216 (Hell Gate Line/Amtrak) | INT | | 16.3 | | | | | | | | |
| NEW ROCHELLE | | | 16.6 | | | | | | | | |
| CP 217 | INT | | 16.7 | | | | | | | | |
| LARCHMONT | | | 18.7 | | | | | | | | |
| MAMARONECK | | | 20.5 | | | | | | | | |
| HARRISON | | | 22.2 | | | | | | | | |
| CP 223 | INT | | 23.5 | | | | | | | | |
| RYE | | | 24.1 | | | | | | | | |
| PORT CHESTER | | | 25.7 | | | | | | | | |
| State Line (NY/CT) | | | 26.1 | | | | | | | | |
| GREENWICH | | | 28.1 | | | | | | | | |
| CP 229 | INT | | 29.0 | | | | | | | | |
| COS COB | | | 29.6 | | | | | | | | |
| CP 230 (Movable Bridge) | INT | | 30.0 | | | | | | | | |
| RIVERSIDE | | | 30.3 | | | | | | | | |
| OLD GREENWICH | | | 31.3 | | | | | | | | |
| CP 232 | INT | | 32.4 | | | | | | | | |
| CP 233 | INT | | 32.9 | | | IR CSS | IR CSS | IR CSS | IR CSS | IR CSS | |
| STAMFORD | | | 33.1 | | | | | | | | |
| CP 234 | INT | | 33.3 | | | | | | | | |
| Stamford Yard | a, b | | 33.7 | | 1 | CTC | CTC | CTC | CTC | CTC | |
| CP 235 (New Canaan Branch) | INT | | 34.5 | | 3 | CSS | CSS | CSS | CSS | CSS | |
| NOROTON HEIGHTS | | | 36.2 | F | | | | | | | |
| DARIEN | | | 37.7 | | | | | | | | |
| ROWAYTON | | | 39.2 | | | | | | | | |
| CP 240 | INT | | 40.8 | | | | | | | | |
| SOUTH NORWALK | | | 41.0 | | | | | | | | |
| CP 241 (Danbury Branch) (Movable Bridge) | INT | | 41.3 | | | | | | | | |

NHV 40 STATIONS - NEW HAVEN LINE (continued)

| Stations are listed west to east Passenger Stations are shown in BOLDFACE type. | | NOTES | MP | RTC Dist. | Radio Ch. | Tracks (north to south) and Method of Operation | | | | |
|---|-----|-----------|-------------|-----------|-----------|--|------------|------------|------------|------------|
| | | | | | | Trk 3 | Trk 1 | Trk 2 | Trk 4 | Trk 6 |
| CP 241(Danbury Branch) (Movable Bridge) | INT | | 41.3 | F | 3 | CTC CSS | CTC CSS | CTC CSS | CTC CSS | |
| EAST NORWALK | | | 42.1 | | | | | | | |
| WESTPORT | | | 44.2 | | | | | | | |
| CP 244 (Movable Bridge) | INT | | 44.3 | | | | | | | |
| GREEN'S FARMS | | | 47.2 | | | | | | | |
| CP 248 | INT | | 48.6 | | | | | | | |
| SOUTHPORT | | | 48.9 | | | | | | | |
| FAIRFIELD | | | 50.6 | | | | | | | |
| CP 255 | INT | | 55.3 | | | | | | | |
| BRIDGEPORT | | | 55.4 | | | | | | | |
| CP 256 (Movable Bridge) | INT | | 55.8 | | | | | | | |
| CP 257 | INT | | 56.8 | | | | | | | |
| East Bridgeport Yard | | b | 57.0 | | | | | | | |
| STRATFORD | | | 59.0 | | | | | | | |
| CP 261 (Waterbury Branch) (Movable Bridge) | INT | | 60.7 | | | | | | | |
| MILFORD | | | 63.3 | G | 1 3 | | | | | |
| CP 266 | INT | | 66.3 | | | | | | | |
| CP 271 | INT | | 71.3 | | | | | | | |
| CP 272 | INT | cd | 71.9 | | | IR and CSS apply on all main tracks between CP 271 and CP 274 | | | | |
| NEW HAVEN | | e | 72.3 | | | | | | | |
| CP 273 | INT | c | 72.4 | | | | | | | |
| CP 274 | INT | | 72.7 | | | | | | | |
| NEW HAVEN-STATE ST. | | | 72.7 | | | | CTC CSS | CTC CSS | CTC CSS | CTC CSS |
| Division Post/Amtrak | | d | 72.9 | | | | | | | |

NHV 40-A STATION NOTES

- Radio Channel 1 in service for Stamford Yard operations only.
- Employee stop for trains designated in Employee Train Schedules.
- Between CP 272 and CP 273, tracks 3, 1, 2, 4, 6, 8, 10, 12 and 14 are main tracks.
- The distance between MP 72 and MP 73 is 6,235 feet.
- Radio Channel 1 in service for New Haven yard operations only.

NHV 41 MAXIMUM AUTHORIZED SPEEDS –MAIN TRACKS NEW HAVEN LINE

NOTE TO MAXIMUM AUTHORIZED SPEED TABLES: The locations shown in the left column for speed restrictions are for general reference only. Milepost locations will govern.

NHV 41-A PASSENGER TRAINS

| LOCATION | Between | | Speed Restrictions (MPH) | | | | | Max Auth Speed (MPH) |
|--|---------|------|--------------------------|-------|-------|-------|-------|----------------------|
| | MP | MP | Trk 5 | Trk 3 | Trk 1 | Trk 2 | Trk 4 | |
| MP 11.8 - MP 15.0 | | | | | | | | 60 |
| CP 112 - CP 212 | 11.8 | 12.5 | 45 | ~ | ~ | ~ | | |
| MP 15.0 - MP 17.2 | | | | | | | | 70 |
| Pelham - CP 216 | 15.8 | 16.0 | 60 | 60 | 60 | 60 | | |
| Curve through CP 216 | 16.0 | 16.3 | 50 | 50 | 30 | 30 | | |
| CP 216 – New Rochelle | 16.3 | 16.5 | 50 | 50 | 45 | 45 | | |
| CP 216 to/from Hell Gate Line | 16.0 | 16.3 | | 45 | 45 | | | |
| CP 216 - Larchmont | 16.5 | 16.7 | ~ | ~ | 45 | ~ | | |
| CP 216 - Larchmont | 16.5 | 16.6 | ~ | ~ | ~ | 30 | | |
| CP 216 - Larchmont | 16.6 | 16.9 | ~ | ~ | ~ | 45 | | |
| CP 216 - Larchmont | 16.5 | 17.2 | 50 | ~ | ~ | ~ | | |
| MP 17.2 - MP 21.4 | | | | | | | | 90 |
| CP 217 - Larchmont | 17.2 | 17.5 | 75 | 75 | 75 | 75 | | |
| MP 21.4 - CP 235 (MP 34.5) | | | | | | | | 75 |
| Curves west & east of Harrison | 21.4 | 23.1 | 70 | 70 | 70 | 70 | | |
| CP 223 | 23.1 | 23.6 | 60 | 60 | 60 | 60 | | |
| East of CP 223 | 23.6 | 23.8 | 60 | 70 | 70 | 70 | | |
| Curves west & east of Rye | 23.8 | 24.7 | 60 | 60 | 60 | 60 | | |
| 1 st curve east of Port Chester | 25.7 | 26.1 | 45 | 45 | 45 | 45 | | |
| State Line - Greenwich | 26.1 | 26.3 | 60 | 60 | 60 | 60 | | |
| State Line - CP 229 | 26.3 | 28.2 | 70 | 70 | 70 | 70 | | |
| 1 st curve east of Greenwich | 28.2 | 28.4 | 60 | 60 | 60 | 60 | | |
| Greenwich - CP 230 | 28.4 | 29.7 | 70 | 70 | 70 | 70 | | |
| CP 230 Movable Bridge | 29.7 | 30.0 | 50 | 50 | 50 | 50 | | |
| CP 230 - Riverside | 30.0 | 30.2 | 60 | 60 | 60 | 60 | | |
| CP 232 - CP 233 | 32.5 | 32.8 | 60 | 60 | 60 | 60 | | |
| CP 233 - CP 234 | 32.8 | 33.2 | 45 | 50 | 50 | 50 | 45 | |
| CP 234 | 33.2 | 33.6 | 60 | 50 | 50 | 50 | 50 | |
| CP 234 - CP 235 | 33.6 | 34.5 | 60 | 60 | 60 | 60 | 60 | |

NHV 41-A PASSENGER TRAINS (continued)

| LOCATION | Between | | Speed Restrictions (MPH) | | | | | | Max Auth Speed (MPH) |
|--|---------|------|---|-------|-------|-------|-------|--------------|----------------------|
| | MP | MP | Trk 3 | Trk 1 | Trk 2 | Trk 4 | Trk 6 | Other Tracks | |
| CP 235 (MP 34.5) – MP 42.0 | | | | | | | | | 70 |
| CP 240 - CP 241 | 40.6 | 41.1 | ~ | 60 | 60 | 60 | | | |
| CP 241 | 41.1 | 41.6 | 45 | 45 | 45 | 45 | | | |
| MP 42.0 – CP 272 (MP 71.8) | | | | | | | | | 75 |
| CP 244 Movable Bridge | 44.1 | 44.5 | 40 | 40 | 40 | 40 | | | |
| Southport – Fairfield | 49.3 | 49.6 | 70 | 70 | 70 | 70 | | | |
| Fairfield - CP 255 | 52.5 | 54.7 | 70 | 70 | 70 | 70 | | | |
| Curve west of Bridgeport | 54.7 | 55.4 | 30 | 30 | 30 | 30 | | | |
| Bridgeport - CP 257 | 55.4 | 56.5 | 45 | 45 | 45 | 45 | | | |
| CP 257 | 56.5 | 57.0 | 60 | 60 | 60 | 60 | | | |
| CP 261 | 60.0 | 60.3 | 60 | 60 | 60 | 60 | | | |
| CP 261 Movable Bridge | 60.3 | 60.5 | 40 | 40 | 40 | 40 | | | |
| CP 261 | 60.5 | 61.1 | 60 | 60 | 60 | 60 | | | |
| Milford | 63.1 | 63.6 | | 60 | 60 | 60 | | | |
| CP 271 - CP 272 | 71.3 | 71.8 | 45 | ~ | ~ | ~ | | | |
| CP 272 (MP 71.8) - Div. Post/Amtrak | | | | | | | | | 50 |
| CP 272 | 71.8 | 72.0 | 30 | ~ | ~ | 30 | | | |
| CP 272 - CP 273 | 72.0 | 72.4 | 30 | 45 | 45 | 30 | 30 | | |
| CP 272 - Div. Post/Amtk | 72.4 | 72.9 | | 45 | 45 | 30 | 30 | | |
| CP 272 - CP 273 | 71.8 | 72.5 | Tracks 8, 10, 12, 14- All other yard trks- | | | | | | 30 10 |

NHV 41-B FREIGHT TRAINS HAULED BY METRO-NORTH ENGINE MODELS
GP-35, BL20-GH, BL14-CG AND DES-70B

| LOCATION | Between MP MP | | Speed Restrictions (MPH) | | | | | Max Auth Speed (MPH) |
|-------------------------------------|---------------|------|--------------------------|-------|-------|-------|-------|----------------------|
| | | | Trk 5 | Trk 3 | Trk 1 | Trk 2 | Trk 4 | |
| MP 11.9 - MP 15.0 | | | | | | | | 35 |
| CP 112 - CP 212 | 11.8 | 12.5 | | 25 | 25 | 25 | 25 | |
| MP 15.0 - CP 272 (MP 71.8) | | | | | | | | 40 |
| Curve through CP 216 | 16.0 | 16.5 | | 25 | 25 | 25 | 25 | |
| CP 216 to/from Hell Gate | 16.0 | 16.3 | | | 10 | 10 | | |
| CP 216 - Larchmont | 16.5 | 16.9 | | ~ | ~ | 25 | 25 | |
| East of CP 217 | 16.9 | 17.0 | | ~ | ~ | 30 | ~ | |
| Port Chester - State Line | 25.7 | 26.1 | | 25 | 25 | 25 | 25 | |
| CP 230 Movable Bridge | 29.5 | 30.0 | | 30 | 30 | 30 | 30 | |
| CP 233 - CP 234 | 32.9 | 33.6 | 25 | 25 | 25 | 25 | 25 | |
| CP 234 - CP 235 | 33.6 | 34.5 | 20 | ~ | ~ | ~ | ~ | |
| CP 241 | 41.1 | 41.6 | | 30 | 30 | 30 | 30 | |
| CP 244 Movable Bridge | 44.1 | 44.5 | | 30 | 30 | 30 | 30 | |
| Curve west of Bridgeport | 54.7 | 55.4 | | 25 | 25 | 25 | 25 | |
| CP 256 - CP 257 | 56.7 | 57.0 | | ~ | ~ | ~ | 25 | |
| CP 272 (MP 71.8) - Div. Post/Amtrak | | | | | | | | 10 |

NHV 41-C FREIGHT TRAINS HAULED BY OTHER ENGINES

| LOCATION | Between | | Max. Authorized Speed (MPH) | | | | |
|-----------------------------------|---------|------|-----------------------------|-------|-------|-------|-------|
| | MP | MP | Trk 5 | Trk 3 | Trk 1 | Trk 2 | Trk 4 |
| CP 112 - CP 217 | 11.8 | 16.7 | | 20 | 20 | 20 | 20 |
| CP 216 to/from Hell Gate | 16.0 | 16.3 | | | 10 | 10 | |
| CP 217 - CP 223 | 16.7 | 23.5 | | 25 | 25 | 25 | 25 |
| CP 223 - Rye | 23.5 | 24.2 | | 20 | 20 | 20 | 20 |
| Rye - Port Chester | 24.2 | 25.2 | | 25 | 25 | 25 | 25 |
| Rye - Port Chester | 25.2 | 25.7 | | 30 | 30 | 30 | 30 |
| Port Chester - State Line | 25.7 | 26.1 | | 25 | 25 | 25 | 25 |
| State Line - CP 229 | 26.1 | 29.0 | | 30 | 30 | 30 | 30 |
| CP 229 - CP 233 | 29.0 | 32.9 | | 20 | 20 | 20 | 20 |
| CP 233 - CP 234 | 32.9 | 33.3 | 20 | 20 | 20 | 20 | 20 |
| CP 234 | 33.3 | 33.6 | 25 | 25 | 25 | 25 | 25 |
| CP 234 - CP 235 | 33.6 | 34.5 | 20 | ~ | ~ | ~ | ~ |
| CP 234 - CP 235 | 33.6 | 34.6 | | 30 | 30 | 30 | 30 |
| CP 235 - East of Darien | 34.6 | 38.0 | | 40 | 40 | 40 | 40 |
| East of Darien - CP 240 | 38.0 | 40.8 | | 30 | 30 | 30 | 30 |
| CP 240 - West of Westport | 40.8 | 43.1 | | 20 | 20 | 20 | 20 |
| West of Westport - CP 244 | 43.1 | 44.3 | | 25 | 25 | 25 | 25 |
| CP 244 - Green's Farms | 44.3 | 47.0 | | 30 | 30 | 30 | 30 |
| Green's Farms - East of Fairfield | 47.0 | 52.0 | | 40 | 40 | 40 | 40 |
| East of Fairfield - CP 256 | 52.0 | 55.8 | | 25 | 25 | 25 | 25 |
| CP 256 - West of Stratford | 55.8 | 57.7 | | 20 | 20 | 20 | 20 |
| West of Stratford - CP 261 | 57.7 | 60.7 | | 30 | 30 | 30 | 30 |
| CP 261 | 60.7 | 61.1 | | 25 | 25 | 25 | 25 |
| CP 261 - Milford | 61.1 | 62.5 | | | 25 | 25 | 25 |
| Milford - West of CP 271 | 62.5 | 70.0 | | | 30 | 30 | 30 |
| West of CP 271 | 70.0 | 71.2 | | | 25 | 25 | 25 |
| CP 271 - CP 272 | 71.2 | 71.8 | | 20 | 20 | 20 | 20 |
| CP 272 - Div. Post/Amtrak | 71.8 | 72.9 | All Tracks - 10 | | | | |

NHV 41-D SPECIAL SPEED INSTRUCTIONS

1. **MEASURED MILES [Rule 7-M(2)]**

Measured Mile signs for the purpose of validating on-board speedometer readings are located at:

- MP 19 and MP 20 (westward and eastward)
- MP 68 and MP 67 (westward only)

2. **WEATHER RESTRICTIONS [SI 7-C]**

The following speed restrictions apply when Weather Restrictions are in effect:

| Restriction Level | In effect for: | Required for temperatures of: | Maximum Speed | Tracks | Between | |
|-------------------|----------------------|---------------------------------|---|---|---------|---------|
| Level 1 | Electric trains only | 80°F or above; 32°F or below | 60 MPH (curves only) | 3,1,2,4 | MP 36.3 | MP 36.8 |
| | | | Permanent 60/50 MPH speed signs, blue and white in color, installed on catenary poles at the point of restriction. | 3,1,2,4 | MP 37.1 | MP 37.6 |
| | | | | 3,1,2,4 | MP 39.5 | MP 40.2 |
| | | | | 3,1,2,4 | MP 45.6 | MP 46.0 |
| | | | | 3,1,2,4 | MP 46.4 | MP 46.7 |
| | | | | 3,1,2,4 | MP 49.2 | MP 49.7 |
| | | | | 3,1,2,4 | MP 52.6 | MP 53.0 |
| Level 2 | Electric trains only | 90°F or above; 15°F or below | 50 MPH (curves only) | All tracks and locations shown in Level 1 | | |
| | | | 70 MPH | 3,1,2,4 | CP 233 | CP 261 |
| Level 3 | Electric trains only | 5°F or below | 50 MPH (curves only) | All tracks and locations shown in Level 1 | | |
| | | | 60 MPH | 3,1,2,4 | CP 233 | CP 261 |
| Level 4 | Electric trains only | 95°F or above; | All restrictions shown in Level 3 are in effect | | | |
| | All trains | 95°F or above; | 80 MPH Maximum Speed; other speed restrictions may be designated in the DTOBO | | | |

3. **AMTRAK**

Amtrak trains consisting entirely of baggage or material handling cars (MHC) must not exceed **80 MPH**.

4. **FREIGHT TRAINS**

- a. Metro-North freight trains on track 3 passing high-level platform at Darien Station (MP 37.7) must not exceed **5 MPH**. Due to close clearances, crew member must observe train on platform side and be prepared to stop movement. Tenant road freight trains are prohibited from operating on track 3 through Darien Station (MP 37.7).
- b. Freight trains on track 3 passing high-level platform at Southport Station (MP 48.9) must not exceed **5 MPH**. Due to close clearances, crew member must observe train on platform side and be prepared to stop movement.
- c. Freight trains passing high-level platforms at New Haven station must not exceed **5 MPH**.

NHV 42 EQUIPMENT RESTRICTIONS NEW HAVEN LINE

NHV 42-A CLEARANCES

1. Maximum height permitted:

| Between | Car Type | Trk 5 | Trk 3 | Trk 1 | Trk 2 | Trk 4 |
|--------------------|-----------------|--------------|--------------|--------------|--------------|--------------|
| CP 112 – CP 216 | Open top | | 15'4" | 15'4" | 15'0" | 15'0" |
| | Closed top | | 15'6" | 15'6" | 15'2" | 15'2" |
| CP 216 – CP 233 | Open top | | 15'4" | 15'4" | 15'4" | 15'4" |
| | Closed top | | 15'6" | 15'6" | 15'6" | 15'6" |
| CP 233 – CP 235 | Open top | 15'4" | 15'4" | 15'4" | 15'4" | 15'4" |
| | Closed top | 15'6" | 15'6" | 15'6" | 15'6" | 15'6" |
| CP 235 – CP 261 | Open top | | 15'4" | 15'4" | 15'4" | 15'4" |
| | Closed top | | 15'6" | 15'6" | 15'6" | 15'6" |
| CP 261 – Div. Post | Open top | 15'4" | | 15'4" | 15'4" | 15'4" |
| | Closed top | 15'6" | | 15'6" | 15'6" | 15'6" |

NOTE: Center beam and bulkhead flat cars will be considered "closed top" cars for clearance purposes.

2. Cars exceeding Plate C are prohibited on the New Haven Line unless authorized in advance by the Operations Control Center. Plate C or larger cars must not operate on track 1 between CP 216 and CP 223.

NHV 42-B FREIGHT CARS - MAXIMUM WEIGHT

Maximum weight permitted for freight cars between:

- CP 112 - Division Post/Amtrak: 263,000 lbs.

NHV 43 ELECTRICAL OPERATION NEW HAVEN LINE

NHV 43-A TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION

1. MAIN TRACKS between:
 - CP 112 and MP 14.9: All tracks

NHV 43-B TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION

1. MAIN TRACKS between:
 - MP 14.9 and Division Post/Amtrak: All tracks
2. OTHER TRACKS:
 - Tracks 4 and 6 between Division Post/Amtrak and Phase Break (2100 feet east of Division Post)

NHV 43-C PHASE BREAKS, PHASE GAPS AND DEAD SECTIONS

At the following locations, between the catenary pole numbers indicated, electric trains must have controllers in the coast or off position. No power must be taken until all pantographs on train are clear of the designated area. Phase Break (PB), Phase Gap (PG), and Dead Section (DS) signs in service where noted below.

| LOCATION | BETWEEN CAT POLES | | TRACKS | TYPE | SIGNS IN SERVICE |
|---------------------|-------------------|-----|---------|--------------|------------------|
| West of Pelham | 37 | | 3,1,2,4 | Dead Section | DS |
| Pelham-New Rochelle | 53 | 55 | 3,1,2,4 | Phase Gap | PG |
| Hell Gate Line | 205H | | 1,2 | Dead Section | DS |
| West of CP 223 | 183 | 185 | 3,1,2,4 | Phase Break | PB |
| CP 230 | 312 | 313 | 3,1,2,4 | Phase Gap | PG |
| East of CP 241 | 536 | 538 | 3,1,2,4 | Phase Break | PB |
| East of CP 257 | 814 | 815 | 3,1,2,4 | Phase Break | (none) |

NHV 43-D ELECTRIC OPERATION – WESTPORT TO CP 244

Eastward electric trains making a station stop at Westport will not exceed P-2 power when departing Westport station until east of CP 244 movable bridge.

NHV 43-E ELECTRIC OPERATION THROUGH CP 271

Electric trains must coast through crossovers at CP 271. If train is stopped in the interlocking while diverging, P-2 power must not be exceeded until all pantographs are clear of the crossovers.

NHV 44 **HIGHWAY GRADE CROSSINGS**
NEW HAVEN LINE
 (None)

NHV 45 LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, AND EMPLOYEE REGISTERS NEW HAVEN LINE

Bulletin Boards, Standard Clock, and Employee Register are located in:

- New Haven – Union Station, 4th floor West
- New Haven – West End Passenger Yard Facility
(also New England and New York Divisions – Amtrak and Albany Division – CSX)
- New Haven – Motor Storage (also New England and New York Divisions – Amtrak and Albany Division – CSX)
- East Bridgeport Yard – Freight House
- Stamford – Register Room

NHV 46 SIGNAL ASPECTS NOT COVERED BY RULE 11 NEW HAVEN LINE

NHV 46-A CP 272, CP 273, CP 274

Interlocking signals at CP 272, CP 273 and CP 274 have a horizontal number/letter plate displayed as part of the aspect.

NHV 47 YARDS, YARD TRACKS AND TERMINAL AREAS NEW HAVEN LINE

NHV 47-A DESIGNATED YARDS

The following areas are designated yards:

| <u>LOCATION</u> | <u>UNDER CONTROL OF</u> |
|-----------------|-------------------------|
| Stamford | Yardmaster - Stamford |
| New Haven Yard | Yardmaster - New Haven |

NHV 47-B NEW ROCHELLE YARD TRACKS

1. TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION
 - Tracks 6 and 8 east from CP 216.
2. NORMAL POSITION OF YARD SWITCHES [**Rule 19-A(2)**]

Facing point hand operated switches for eastward movement from No. 8 to No. 6 track, and from No. 8 to No. 10 track, are to be lined for No. 8 track.

NHV 47-C STAMFORD YARD

1. TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION
 - All tracks except Passenger Yard tracks 6, 8, 10, 12, 14, 16, 18, 20, and tracks 46, 47, 48, 49
2. DESIGNATED MECHANICAL TRACKS **[Rule 16-B]**

| Mechanical Tracks | Use of Tracks Requires Permission of | During Following Times | Radio Chan. | Tele. Ext. |
|--|--------------------------------------|------------------------|-------------|------------|
| 40, 41, 42, 43, 44, 45, 46, 47, 48, 49 | Mechanical Foreman | All Times | 1 | 5603 |

3. ROUTE INDICATORS

Route indicators are in service in Stamford Yard, under control of Yardmaster, capable of displaying the following aspects:

 - Flashing White: Permission to proceed over or through switches.
 - Flashing Yellow: Do not proceed; Not lined or routed.
4. TRAINS ENTERING OR DEPARTING YARD

All trains entering, departing, or operating within Stamford Yard must contact the Yardmaster prior to any movement.
5. CAR WASH
 - a. MAS through the car wash building – **Restricted Speed not exceeding 3 MPH.**
 - b. All trains must operate through the car wash building in a westward direction only, unless otherwise instructed by the Yardmaster.
6. NORMAL POSITION OF DERAILS

The normal position of the derails at the following locations is the non-derailing position:
Stamford: loop track (cat 380), tracks 6 and 8 (cat 379), tracks 10 and 12 (between cat 378X and cat 379)

NHV 47-D EAST BRIDGEPORT YARD TRACKS

1. TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION
 - Track 6 from CP 257 eastward to hand-operated switch into track 4 (3,141 feet)
 - Tracks 8, 12, 14, 18, 20 – entire length
 - East ladder and West ladder tracks – entire length
2. NORMAL POSITION OF DERAILS

The normal position of the derails at the following locations is the non-derailing position:
East Bridgeport: track 8 east (cat 811), track 12 west (cat 806), track 12 east (cat 811), track 14 west (cat 806), track 14 east (cat 810A), track 18 west (cat 807), track 18 east (cat 810)

NHV 47-E NEW HAVEN YARD

1. TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION

West End

- Track 13W: Entire Length except last 150 ft
- Derby Lead: From facing point switch in track 11W to end of track.
- No. 5 Track: From Derby connecting switch west for 2500 ft.
- Motor Lead: Entire Length from facing switch in No. 5 track and pit motor storage tracks.
- New Yard (Tracks 61 through 74)
- Boneyard Tracks 57, 56, 55, 54
- Track 41 (Loop track)
- Tracks 42 and 43: Entire Length except 881 ft through Running Repair shop building.
- East end of tracks 21 and 22 (CSR Shop)

East End

- No. 1 Track: 430 ft west end and 500 ft east end
- No. 2 Track: 270 ft west end and 735 ft east end
- No. 3 Track: 400 ft west end and 735 ft east end
- Track 38: 2150 ft
- Tracks 16, 18, 20: Entire Length
- Tracks 101, 102: Entire Length
- Track 103: From switch in No. 38 track to switch for No. 102 track.

Amtrak Motor Storage

- Tracks 11, 13

2. DESIGNATED MECHANICAL TRACKS **[Rule 16-B]**

| Mechanical Tracks | Use of Tracks Requires Permission of | During Following Times | Radio Chan. | Tele. Ext. |
|--|---|-------------------------------|--------------------|-------------------|
| Yard Tracks 17, 18, 19; Shop Tracks 1, 2, 3, East and West; Running Repair Shop Tracks 42, 43; SLE Shop Tracks 24, 25, 26, 27 Yard Tracks 101, 102, 103, 104 | Mechanical Foreman | All Times | 1 | 2811 |
| CSR Shop Tracks 21, 22, 23 | CSR Shop Foreman | All Times | 1 | 8281 or 8282 |

3. BLUE SIGNAL PROTECTION-STATION **[Rule 16]**

In the application of Rule 16, all station platform tracks between CP 272 and CP 274 at New Haven are considered Main Tracks, and Rule 16-D applies.

4. CHANGING ENGINES

When engines are changed on through trains at New Haven station, the hand brake on the car next to the engine must be applied before the engine is cut off, and must not be released until the replacement engine is coupled to the train.

5. YARD MOVEMENTS

All movements on yard tracks in New Haven Yard must be made with the permission of the Yardmaster.

6. PANTOGRAPH POSITION WHEN ENTERING SHOP

The lead pantograph on M-4 and M-6 triplets must be lowered before entering New Haven MU shop tracks 1, 2 or 3 from either the east or west end.

7. NORMAL POSITION OF YARD SWITCHES

The normal position of hand-operated switch from yard track 69 to yard track 41 is lined to yard track 69.

NHV 47-F YARD TRACK NO. 5: MP 64.8 – CP 271

MAS on yard track No. 5 ("Industrial 5") between MP 64.8 and CP 271 is **Restricted Speed not exceeding 10 MPH.**

**NHV 48 OTHER INSTRUCTIONS
NEW HAVEN LINE**

NHV 48-A REDUCED WHEEL-RAIL ADHESION [Rule 11-G(6); SI 7-B]

Code Point Indicator Signs are located at:

For eastward movements

- MP 22.3
- MP 27.6
- MP 39.5
- MP 58.7

For westward movements

- MP 62.5
- MP 58.7
- MP 43.1
- MP 19.2

NHV 48-B AMTRAK OPERATION

1. HIGH-SPEED TRAINSETS

a. TILT MECHANISM

Amtrak high-speed train sets (lead units in Amtrak series 2000 – 2039) must have the tilt mechanism cut out while operating on Metro-North territory. Eastward trains must contact RTC prior to reaching CP 216 and westward trains must contact RTC prior to reaching CP 274 to confirm that tilt mechanism is cut out.

b. EMERGENCY EVACUATION RAMPS

Protection on the adjacent tracks must be obtained from RTC prior to erecting the emergency evacuation ramps.

c. PANTOGRAPH SELECTION SWITCH

Pantograph selection switch must be positioned to prevent the automatic raising of the rear pantograph in the event of damage to the lead pantograph.

2. HIGH-SPEED TRAINSETS AND HHP-8 ENGINES

When operating high-speed trainsets and multiple HHP-8 (Amtrak series 650-664) engines, 50,000 ft-lbs. powering effort must not be exceeded.

NHV 48-C METRO-NORTH EQUIPMENT EAST OF CP 274

Metro-North electric equipment must have pantographs locked down if operated east of the Phase Break located at MP 73.0 (Amtrak – New England Division) or west of the Dead Section at CP 216 (Amtrak – New York Division)

NHV 48-D ADJACENT MOVEMENT OF EQUIPMENT – BRIDGEPORT

Between Catenary 756 (MP 54.5) and the westerly limit of CP 255, adjacent movement of trains or engines on tracks 1 and 2 is prohibited when either movement includes freight equipment. Protection against adjacent movements will be provided by signal indication.

NHV 48-E OPERATION ON TRACK 5 BETWEEN CP 234 and CP 235.

Due to trains making employee stops at Stamford Yard on track 3, trains operating on track 5 between CP 234 and CP 235 must not pass the crosswalk at Stamford Yard (MP 33.7) until the engineer determines that there is no train on track 3 receiving or discharging employees at that location.

Signs with a black "E" on a white background are installed adjacent to track 5. Sign for eastward movements is located at Cat 372; sign for westward movements is located at Cat 389.

NHV 48-F EMPLOYEE STOPS - STAMFORD YARD

1. For trains making employee stops at Stamford Yard on tracks 3, 4, or 5, crew must ensure that employees board and detrain only on the south side of track 4 or north side of tracks 3 or 5.
2. For trains making employee stops at Stamford Yard on tracks 1 or 2, unless the intervening tracks are out-of-service by Bulletin Order, the engineer must obtain a block on the adjacent track from the RTC, and crew must ensure that employees board and detrain only on the track where the block is in place.

NHV 48-G DESIGNATED REPAIR FACILITIES

Designated Repair Facilities:

- New Haven
- Stamford

NHV 48-H MAIN TRACK HAND OPERATED SWITCHES

To obtain unlock for electric lock switch, equipment on main track must be between 10 and 70 feet from switch point. Between CP 112 and MP 72.9, main track hand operated switches are equipped with electric locks except for:

- Rings End Track 3 MP 36.9
- Miller Supply Track 4 MP 68.2

NEW CANAAN BRANCH SPECIAL INSTRUCTIONS

NCN 40 STATIONS - NEW CANAAN BRANCH

The direction from CP 235 to New Canaan is Eastward.
Mileposts are measured from CP 233.

| Stations are listed west to east. | | RTC Dist. | Radio Chan. | |
|---|-----|-----------|-------------|--|
| Passenger Stations shown in BOLDFACE type. | MP | | | Method of Operation Main Track |
| CP 235 (New Haven Line) <i>INT</i> | 1.6 | E 3 | | CTC/CSS |
| GLENBROOK | 2.2 | | | |
| SPRINGDALE | 3.5 | | | |
| TALMADGE HILL | 5.7 | | | |
| CP 307 <i>INT</i> | 7.6 | | | |
| NEW CANAAN | 7.9 | | | |
| | | | | Other than Main Track: Rule 7-N applies |

NCN 41 MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS NEW CANAAN BRANCH

NOTE TO MAXIMUM AUTHORIZED SPEED TABLES: The locations shown in the left column are for general reference only. Milepost locations will govern.

NCN 41-A PASSENGER AND FREIGHT TRAINS

EASTWARD TRAINS

| LOCATION | Between | | MAS – Main Track (MPH) | |
|------------------------|---------|-----|------------------------|-------------------|
| | MP | MP | Psg'r Trains | Freight Trains |
| CP 235 – MP 2.0 | 1.6 | 2.0 | 60 | 30 |
| MP 2.0 – Glenbrook Rd. | 2.0 | 2.3 | 20 | 20 |
| Glenbrook Rd. – MP 7.4 | 2.3 | 7.4 | 40 | 30 |
| MP 7.4 – CP 307 | 7.4 | 7.6 | 25 | 25 |
| CP 307 – New Canaan | 7.6 | 7.9 | All tracks – 10 | |

WESTWARD TRAINS

| LOCATION | Between | | MAS – Main Track (MPH) | |
|-----------------------|---------|-----|---|-------------------|
| | MP | MP | Psg'r Trains | Freight Trains |
| New Canaan – CP 307 | 7.9 | 7.6 | All tracks – 10 Between "CC" sign and Grove St. - 5 | |
| CP 307 – MP 2.5 | 7.6 | 2.5 | 40 | 30 |
| MP 2.5 – Crescent St. | 2.5 | 2.2 | 20 | 20 |
| Crescent St. – MP 2.0 | 2.2 | 2.0 | 40 | 30 |
| MP 2.0 – CP 235 | 2.0 | 1.6 | 60 | 30 |

NCN 42 EQUIPMENT RESTRICTIONS NEW CANAAN BRANCH

NCN 42-A CLEARANCES

Maximum height permitted: 15 feet 6 inches

NCN 42-B FREIGHT CARS - MAXIMUM WEIGHT

Maximum weight permitted for freight cars: 263,000 lbs.

NCN 43 ELECTRICAL OPERATION NEW CANAAN BRANCH

NCN 43-A TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION

- MAIN TRACK between CP 235 and CP 307.
- NC 1, NC 2, and NC 3 TRACKS between CP 307 and New Canaan, plus hand-operated turnouts to these tracks.

NCN 43-B EMPLOYEE-IN-CHARGE

In the application of Electrical Instruction 6.3 of MN-290-OP, the RTC is designated as employee-in-charge of tracks NC 2 and NC 3.

NCN 44 HIGHWAY GRADE CROSSINGS NEW CANAAN BRANCH

| Crossing Name | Special Notes "P" if Private | Location | MP | Operating Limits | Type of Warn. Dev. | Special Whistle Instr. | Special Actions Required | | | Apparatus Provided | | |
|--------------------|---------------------------------|------------|-----|------------------|--------------------|------------------------|--------------------------|----------|-----------|--------------------|----------|-------------|
| | | | | | | | Action | Track(s) | Direction | Device | Track(s) | Pre-emption |
| Crescent St. | | Glenbrook | 2.2 | 1.6 - 2.5 | FG | | | | | PB | M | Yes |
| Glenbrook Rd. | | Glenbrook | 2.3 | 1.8 - 2.5 | FG | | | | | PB | M | Yes |
| Riverbend Drive So | | Glenbrook | 3.0 | 2.6 - 3.4 | F | | | | | | | |
| Omega Drive | | Springdale | 3.4 | 3.0 - 3.7 | FG | | | | | PB | M | |
| Largo Drive | | Springdale | 3.5 | 3.0 - 3.9 | FG | | | | | PB | M | Yes |
| Camp Ave. | | Springdale | 4.0 | 3.5 - 4.5 | FG | | | | | PB | M | Yes |
| Hoyt St. | | Springdale | 4.2 | 3.9 - 4.5 | FG | | | | | PB | M | |
| Talmadge Hill Rd | | New Canaan | 5.7 | 5.4 - 6.0 | FG | | | | | PB | M | Yes |
| Richmond Hill Rd | | New Canaan | 7.6 | 7.4 - 7.7 | FG | | | | | PB | M | |
| Grove St | 1 | New Canaan | 7.7 | 7.6 - 7.75 | FG | | CC (5mph) | All | W | | | |

SEE SPECIAL INSTRUCTION **SI 18-A** FOR ABBREVIATIONS AND EXPLANATION OF ACTIONS REQUIRED.

SPECIAL NOTES (Column 2):

1. CC Sign located 279 ft. east of Grove St.

**NCN 45 LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, AND EMPLOYEE REGISTERS
NEW CANAAN BRANCH**

(None)

**NCN 46 SIGNAL ASPECTS NOT COVERED BY RULE 11
NEW CANAAN BRANCH**

(None)

**NCN 47 YARDS AND YARD TRACKS
NEW CANAAN BRANCH**

1. NORMAL POSITION OF YARD SWITCHES **[Rule 19-A(2)]**

Facing point hand-operated switch for eastward movements from NC 1 track to NC 2 track is to be lined for NC 1 track.

Facing point hand operated switch for eastward movements from NC 2 track to NC 3 track is to be lined for NC 2 track.

**NCN 48 OTHER INSTRUCTIONS
NEW CANAAN BRANCH**

(none)

DANBURY BRANCH SPECIAL INSTRUCTIONS

DAN 40 STATIONS - DANBURY BRANCH

The direction from CP241 to Division Post/Housatonic RR is Northward.

| Stations are listed south to north. Passenger Stations are shown in BOLDFACE type | | MP | RTC Dist. | Radio Chan. | Method of Operation Single Track | Siding Direction and Length |
|--|---------------|-------------|-----------|-------------|---|--------------------------------------|
| | | | | | | |
| CP 241 (New Haven Line) | <i>INT</i> | 0.0 | F | 3 | IR CSS MBS | |
| BERK | <i>BL-RTC</i> | 0.3 | | | | |
| Dock Yard | | 0.6 | | | | |
| GLOVE | <i>BL-RTC</i> | 3.6 | | | | |
| MERRITT 7 | | 3.7 | | | | |
| WILTON | | 7.3 | | | | |
| WILT | <i>BL-RTC</i> | 7.3 | | | | E 1,195 ft |
| CANNONDALE | | 8.9 | | | | |
| BRANCHVILLE | | 12.7 | | | | |
| HILL | <i>BL-RTC</i> | 12.7 | | | | E 1,000 ft |
| REDDING | | 17.1 | | | | |
| BETHEL | | 21.0 | | | | |
| DAN | <i>BL-RTC</i> | 23.1 | | | | |
| DANBURY | | 23.3 | | | | |
| CANAL (End of Block) | <i>BL-RTC</i> | 23.5 | | | | |
| Division Post / Housatonic RR | | 24.2 | | | Other than Main Tracks: Rule 7-N applies | |

DAN 40-A STATION NOTES - REFERENCE MARKS

BL-RTC Block Limit controlled by the RTC

DAN 41 MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS DANBURY BRANCH

NOTE TO MAXIMUM AUTHORIZED SPEED TABLES: The locations shown in the left column are for general reference only. Milepost locations will govern.

DAN 41-A PASSENGER AND FREIGHT TRAINS

| LOCATION | Between | | MAS – Single Track (MPH) | |
|---|---------|------|--------------------------|-------------------|
| | MP | MP | Psg Trains | Freight Trains |
| CP 241 – Berk | 0.0 | 0.3 | 10 | 10 |
| Berk – MP 1.0 | 0.3 | 1.0 | 30 | 30 |
| MP 1.0 – Cross St. | 1.0 | 1.7 | 25 | 25 |
| | 1.7 | 2.7 | 30 | 30 |
| | 2.7 | 3.0 | 50 | 40 |
| Two curves | 3.0 | 3.3 | 40 | 25 |
| | 3.3 | 4.0 | 40 | 40 |
| MP 4.0 - Wilt | 4.0 | 7.4 | 50 | 40 |
| Curve north of Wilt | 7.4 | 7.6 | 35 | 35 |
| | 7.6 | 14.6 | 50 | 40 |
| | 14.6 | 15.5 | 35 | 35 |
| | 15.5 | 20.0 | 50 | 40 |
| | 20.0 | 20.6 | 30 | 30 |
| | 20.6 | 22.1 | 50 | 40 |
| Bethel–Greenwood Ave Southward trains only | 21.0 | 20.6 | 25 | 25 |
| | 22.1 | 23.4 | 20 | 20 |
| | 23.4 | 23.7 | 10 | 10 |

DAN 42 EQUIPMENT RESTRICTIONS DANBURY BRANCH

DAN 42-A CLEARANCES

Maximum height permitted: 15 feet, 6 inches

DAN 42-B FREIGHT CARS - MAXIMUM WEIGHT

Maximum weight permitted for freight cars: 263,000 lbs

DAN 42-C PASSENGER CARS

Metro-North Inspection Car MN-3 is prohibited on Track 8 (inside loop track) between Danbury Station (MP 23.3) and Danbury Museum (MP 23.5)

DAN 43 ELECTRICAL OPERATION DANBURY BRANCH

1. TRACKS EQUIPPED WITH CATENARY FOR AC OPERATION BUT NOT ENERGIZED

- SINGLE TRACK between CP 241 (Cat 1) northward for 1,727 feet (Cat 12).
- MIDDLE TRACK (Dock Yard Track 6) between Cat 5 northward for 2,250 feet to a point 550 feet north of Cat 12.
- HILL TRACK (Dock Yard Track 8) between Cat 5 northward for 1,900 feet to a point 200 feet north of Cat 12.

DAN 44 HIGHWAY GRADE CROSSINGS DANBURY BRANCH

| Crossing Name | Special Notes "P" if Private | Location | MP | Operating Limits | Type of Warn. Dev. | Special Whistle Instr. | Special Actions Required | | | Apparatus Provided | | |
|------------------|---------------------------------|-------------|------|------------------|--------------------|------------------------|--------------------------|----------|-----------|--------------------|----------|-------------|
| | | | | | | | Action | Track(s) | Direction | Device | Track(s) | Pre-emption |
| Science Rd | | Norwalk | 0.6 | 0.4 - 0.9 | FG | | Man. Act.. | Yd | N/S | | | |
| Jennings Place | | Norwalk | 0.9 | 0.6 - 1.1 | F | | | | | | | |
| Commerce St | | Norwalk | 1.3 | 1.1 - 1.7 | FG | | | | | | | |
| Cross St. | | Norwalk | 1.7 | 1.4 - 2.1 | FG | | | | | | | Yes |
| Catherine St | | Norwalk | 2.0 | 1.6 - 2.5 | FG | | | | | | | |
| New Canaan Av | | Norwalk | 2.2 | 1.6 - 3.0 | FG | | | | | R | M | Yes |
| Broad St | | Norwalk | 2.6 | 2.0 - 3.0 | FG | | | | | R | M | Yes |
| Perry Ave | | Norwalk | 2.9 | 2.2 - 3.6 | FG | | | | | R | M | Yes |
| Glover Ave | | Norwalk | 3.4 | 3.0 - 3.5 | FG | | CC (15mph) | M | S | R | M | |
| Kent Rd | | Wilton | 4.9 | 4.5 - 5.4 | FG | | | | | R | M | |
| Wilton Station | 1 | Wilton | 7.3 | 6.9 - 7.7 | FG | | CC STOP | Sid. | N/S | ACO | | |
| Cannon Crossing | | Cannondale | 8.8 | 8.4 - 9.3 | FG | | | | | R | M | |
| Seeley Rd | | Cannondale | 9.5 | 9.0 - 10.0 | FG | | | | | R | M | |
| Honey Hill Rd | | Cannondale | 9.9 | 9.4 - 10.3 | FG | | | | | R | M | |
| No. Main St | | Georgetown | 12.0 | 11.6 - 12.3 | F | | | | | | | |
| Portland Av | | Branchville | 12.6 | 12.3 - 13.0 | F | | HOS | M | S | | | |
| Depot Rd | | Branchville | 12.7 | 12.3 - 13.3 | F | | S&W | Sid. | N/S | | | |
| Topstone Rd | | Redding | 15.1 | 14.7 - 15.4 | FG | | | | | | | |
| Private | P | Redding | 17.0 | | | W | | | | | | |
| Long Ridge Rd | | Redding | 17.2 | 16.8 - 17.6 | F | | | | | | | |
| Taylor Av | | Bethel | 20.4 | 20.1 - 20.7 | FG | | HOS | M | N | R | M | |
| South St | 2 | Bethel | 20.5 | 20.3 - 20.9 | FG | | HOS | M | N | R | M | |
| Greenwood Av | 3 | Bethel | 20.6 | 20.2 - 21.0 | FG | | HOS | M | N | R | M | Yes |
| Great Pasture Rd | | Danbury | 21.7 | 21.3 - 22.2 | FG | | | | | R | M | Yes |
| Shelter Rock Rd | | Danbury | 22.2 | 21.9 - 22.4 | FG | | | | | R | M | |
| Triangle St | | Danbury | 22.6 | 22.4 - 22.8 | FG | | | | | R | M | Yes |
| Taylor St | | Danbury | 22.8 | 22.5 - 23.0 | FG | | | | | R | M | |
| East Liberty St | | Danbury | 23.0 | 22.8 - 23.2 | FG | | HOS | 6 | S | R | | |
| Danbury Station | 4 | Danbury | 23.4 | | FG | | CC STOP | M/ 6 | N/S | | | Yes |

SEE SPECIAL INSTRUCTION **SI 18-A** FOR ABBREVIATIONS AND EXPLANATION OF ACTIONS REQUIRED.

DAN 44 HIGHWAY GRADE CROSSINGS (continued) DANBURY BRANCH

SPECIAL NOTES (Column 2):

1. ACO applies to switch south of station. Movements on Main track will not cause gates to lower at pedestrian crossing for siding, but will activate flashers.
2. Trains entering Main track from yard track at Taylor Ave. must not exceed **10 MPH** approaching South St.
3. Trains entering Main track from yard track at Taylor Ave. must not exceed **15 MPH** approaching Greenwood Ave.
4. Additional 12 second delay in crossing activation due to highway traffic preemption.

DAN 45 LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS AND EMPLOYEE REGISTERS DANBURY BRANCH

Bulletin Boards, Standard Clock and Employee Register are located in:

- Danbury – T&E Crew Room

DAN 46 SIGNAL ASPECTS NOT COVERED BY RULE 11 DANBURY BRANCH

(None)

DAN 47 YARDS AND YARD TRACKS DANBURY BRANCH

DAN 47-A DANBURY YARD TRACKS

1. DANBURY MUSEUM CROSSWALK

Trains and engines operating on yard tracks 6 and 8 must Stop and Warn (Rule 18-D) at pedestrian crosswalk at Danbury Museum (MP 23.5).

DAN 48 OTHER INSTRUCTIONS DANBURY BRANCH

DAN 48-A ATC MODE FORWARD SIGN [Rules 11-D(4) and 15-D(2)]

ATC Mode Forward Sign [Rule 11-D(4)] is located at CP241 for southward movements.

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WATERBURY BRANCH SPECIAL INSTRUCTIONS

WB 40 STATIONS - WATERBURY BRANCH

The direction from CP261 to Division Post/Springfield Terminal RR is Northward.

| Stations are listed south to north. Passenger Stations are shown in BOLDFACE type | | MP | RTC Dist. | Radio Chan. | Method of Operation- Single Track | Siding Direction and Length |
|--|---------------|-------------|-----------|-------------|---|--------------------------------------|
| CP 261 (New Haven Line) | <i>INT</i> | 0.0 | F | 3 | IR/CSS | |
| CP 500 | <i>INT</i> | 0.2 | | | (both legs of Wye) | |
| CLIP | <i>BL-RTC</i> | 0.2 | | | MBS | |
| HAT (Housatonic RR) | <i>BL-RTC</i> | 8.7 | | | | |
| DERBY | | 8.9 | | | | |
| ANSONIA | | 10.5 | | | | |
| SEYMOUR | | 14.4 | | | | |
| BEAK | <i>BL-RTC</i> | 17.8 | | | | |
| BEACON FALLS | | 17.8 | | | | |
| NAUGATUCK | | 22.0 | | | | |
| EAGLE | <i>BL-RTC</i> | 25.0 | | | | |
| Waterbury Lower Siding | | 26.6 | | | | E 900 ft |
| WATERBURY | | 26.9 | | | | |
| WATER (End of Block) | <i>BL-RTC</i> | 26.9 | | | | |
| Division Post/ Springfield Terminal RR | | 27.1 | | | Other than Main Tracks: Rule 7-N applies | |

WB 40-A STATION NOTES - REFERENCE MARKS

BL-RTC Block Limit controlled by the RTC

WB 41 MAXIMUM AUTHORIZED SPEEDS – MAIN TRACK WATERBURY BRANCH

WB 41-A PASSENGER AND FREIGHT TRAINS

| LOCATION | Between | | MAS–Single Track (MPH) | |
|------------------------------------|---------|------|------------------------|-------------------|
| | MP | MP | Psg'r Trains | Freight Trains |
| CP 261 – CP 500 (Both Legs of Wye) | 0.0 | 0.2 | 10 | 10 |
| Southward trains only | 1.6 | 0.2 | 30 | 15 |
| | 0.2 | 7.5 | 59 | 40 |
| | 7.5 | 7.7 | 59 | 30 |
| | 7.7 | 8.1 | 50 | 30 |
| | 8.1 | 8.9 | 25 | 25 |
| | 8.9 | 10.4 | 50 | 30 |
| | 10.4 | 11.2 | 25 | 25 |
| | 11.2 | 12.0 | 50 | 30 |
| | 12.0 | 12.3 | 45 | 30 |
| | 12.3 | 14.4 | 59 | 30 |
| | 14.4 | 14.7 | 30 | 30 |
| | 14.7 | 14.9 | 50 | 30 |
| | 14.9 | 17.8 | 59 | 30 |
| | 17.8 | 18.5 | 40 | 30 |
| | 18.5 | 19.5 | 50 | 30 |
| | 19.5 | 20.3 | 45 | 30 |
| | 20.3 | 21.8 | 50 | 30 |
| | 21.8 | 22.6 | 40 | 30 |
| | 22.6 | 24.2 | 50 | 30 |
| | 24.2 | 25.4 | 59 | 30 |
| | 25.4 | 25.6 | 50 | 30 |
| | 25.6 | 26.9 | 30 | 25 |
| | 26.9 | 27.1 | 10 | 10 |

WB 42 EQUIPMENT RESTRICTIONS WATERBURY BRANCH

WB 42-A CLEARANCES

Maximum height permitted: 15 feet, 6 inches

WB 42-B FREIGHT CARS - MAXIMUM WEIGHT

Maximum weight permitted for freight cars: 263,000 lbs

WB 43 ELECTRICAL OPERATION WATERBURY BRANCH (None)

WB 44 HIGHWAY GRADE CROSSINGS WATERBURY BRANCH

| Crossing Name | Special Notes "P" if Private | Location | MP | Operating Limits | Type of Warn. Dev. | Special Whistle Instr. | Special Actions Required | | | Apparatus Provided | | |
|----------------------|---------------------------------|-----------|------|------------------|--------------------|------------------------|--------------------------|----------|-----------|--------------------|----------|-------------|
| | | | | | | | Action | Track(s) | Direction | Device | Track(s) | Pre-emption |
| Gulf Oil | 1 | Milford | 0.6 | | | | Swt | | | ACO | | |
| Caswell St. | 1 | Milford | 1.1 | 0.6 - 1.8 | FG | | HQS | M | N | R | M | |
| Plains Rd. | | Milford | 1.7 | 1.1 - 2.3 | FG | | | | | R | M | |
| Oronogue Rd. | | Milford | 2.5 | 2.1 - 3.1 | F | | | | | R | M | |
| Private | P | Milford | 4.0 | | | | | | | | | |
| Wheeler's Farm Rd. | | Milford | 4.3 | | | | | | | | | |
| Great River Rd. | P | Milford | 5.1 | 4.6 - 5.7 | FG | | | | | R | M | |
| Division St. | | Ansonia | 9.7 | 9.1 - 10.5 | FG | | Swt | | | R | M | Yes |
| Farrel's Rd. | | Ansonia | 10.7 | 10.5 - 11.2 | F | | | | | | | |
| American Brass-South | | Ansonia | 10.9 | 10.4 - 11.6 | F | | | | | | | |
| American Brass-Main | | Ansonia | 11.0 | 10.4 - 11.6 | F | | | | | | | |
| American Brass-Ped. | | Ansonia | 11.1 | 10.4 - 11.6 | F | | | | | | | |
| American Brass-North | | Ansonia | 11.2 | 10.4 - 11.6 | F | | | | | | | |
| Eagle St. | | Waterbury | 25.7 | 25.2 - 25.9 | F | | Swt | | | R | M | |

SEE SPECIAL INSTRUCTION **SI 18-A** FOR ABBREVIATIONS AND EXPLANATION OF ACTIONS REQUIRED.

SPECIAL NOTES (Column 2):

- Occupying the main track between Gulf Oil and Caswell St. will continuously activate Caswell St. warning devices. This may be avoided by switching into yard track at Gulf Oil with hand operated switch lined reverse.

**WB 45 LOCATION OF BULLETIN BOARDS, STANDARD
CLOCKS, AND EMPLOYEE REGISTERS
WATERBURY BRANCH**

(None)

**WB 46 SIGNAL ASPECTS NOT COVERED BY RULE 11
WATERBURY BRANCH**

(None)

**WB 47 YARDS AND YARD TRACKS
WATERBURY BRANCH**

(No Special Instructions)

**WB 48 OTHER INSTRUCTIONS
WATERBURY BRANCH**

WB 48-A ATC MODE FORWARD SIGN [Rules 11-D(4) and 15-D(2)]

ATC Mode Forward Sign **[Rule 11-D(4)]** is located at CP 500
for southward movements.

BEACON LINE SPECIAL INSTRUCTIONS

BEA 40 STATIONS - BEACON LINE

The direction from CP 58 to State Line is Eastward.

| Stations are listed west to east. | MP | RTC District | Radio Channel | Method of Operation- Single Track | Siding Direction and Length |
|---|------|--------------|---------------|-----------------------------------|-----------------------------|
| CP 58 (Hudson Line) <i>INT</i> | 0.0 | B | 2 | MBS | |
| RIVER <i>BL-RTC</i> | 0.0 | | | | |
| Glenham | 4.1 | | | | |
| Fishkill | 6.2 | | | | |
| Hopewell | 12.5 | | | | |
| HOPE <i>BL-RTC</i> | 12.7 | | | | |
| Appalachian Trail | 22.5 | | | | |
| Holmes | 27.2 | | | | |
| HOLM <i>BL-RTC</i> | 27.3 | | | | |
| POND <i>BL-RTC</i> | 33.1 | | | | |
| Dykemans (Harlem Line) | 33.6 | | | | |
| BING <i>BL-RTC</i> | 36.4 | | | | |
| STATE LINE <i>BL-RTC</i> | 40.9 | | | | |
| State Line (NY/Conn) Division Post/Housatonic RR | 40.9 | | | | |

BEA 40-A STATION NOTES - REFERENCE MARKS

BL-RTC Block Limit controlled by the RTC

BEA 41 MAXIMUM AUTHORIZED SPEEDS – MAIN TRACK BEACON LINE

BEA 41-A PASSENGER AND FREIGHT TRAINS

| LOCATION | Between | | MAS – Single Track (MPH) | |
|---|---------|------|---------------------------------------|----------------|
| | MP | MP | Psgr Trains | Freight Trains |
| RIVER – Private Crossing (MP 0.6) | 0.0 | 0.6 | Restricted Speed not exceeding 10 MPH | |
| Private Crossing (MP 0.6) – Division Post/Housatonic RR | 0.6 | 40.9 | 25 | 10 |

BEA 42 EQUIPMENT RESTRICTIONS BEACON LINE

BEA 42-A CLEARANCES

Maximum height permitted: 15 feet, 6 inches

BEA 42-B FREIGHT CARS - MAXIMUM WEIGHT

Maximum weight permitted for freight cars: 263,000 lbs

BEA 43 ELECTRICAL OPERATION BEACON LINE (None)

BEA 44 HIGHWAY GRADE CROSSINGS BEACON LINE

| Crossing Name | Special Notes "P" if Private | Location | MP | Operating Limits | Type of Warn. Dev. | Spec Whistle Instr. | Special Actions Required |
|----------------------|---------------------------------|-----------|------|------------------|--------------------|---------------------|---|
| Private | P | Beacon | 0.6 | | | | Stop and Warn (except private crossings)- Both Directions |
| Private | P | Beacon | 1.4 | | | | |
| Churchill St. | | Matteawan | 2.1 | | | | |
| East Main St. | | Matteawan | 2.2 | | | | |
| Herbert St. | P | Matteawan | 2.4 | | | | |
| Mill St. | | Matteawan | 3.3 | | | | |
| Brewster Transit Mix | P | Matteawan | 3.5 | | | | |
| Washington Ave. | | Glenham | 4.1 | | | | |
| Petticoat Lane | | Glenham | 4.4 | | | | |
| Private | P | Glenham | 5.4 | | | | |
| Private | P | Glenham | 5.9 | | | | |
| Private | P | Glenham | 6.0 | | | | |
| Private | P | Fishkill | 6.2 | | | | |
| Private | P | Fishkill | 6.4 | | | | |
| Route 9 | | Fishkill | 6.4 | | | | |
| Private | P | Fishkill | 6.5 | | | | |
| Private | P | Fishkill | 8.0 | | | | |
| Route 52 | | Fishkill | 8.2 | | | | |
| Whites Rd. | P | Fishkill | 9.0 | | | | |
| Mountain View Rd. | | Fishkill | 9.3 | | | | |
| Private | P | Fishkill | 9.4 | | | | |
| Lomalia | P | Fishkill | 9.7 | | | | |
| Private | P | Fishkill | 9.8 | | | | |
| Broadway | P | Fishkill | 10.3 | | | | |

Continued next page

BEA 44 HIGHWAY GRADE CROSSINGS (continued)

BEACON LINE

| Crossing Name | Special Notes "P" if Private | Location | MP | Oper. Limits | Type of Warn. Dev. | Spec. Whistle Instr. | Special Actions Required |
|-------------------|---------------------------------|-------------------|------|-----------------|--------------------|----------------------|---|
| Private | P | Fishkill | 10.5 | | | | Stop and Warn (except private crossings)- Both Directions |
| Private | P | Fishkill | 10.8 | | | | |
| Route 82 | | Hopewell | 11.6 | | | | |
| Route 376 | | Hopewell | 12.3 | | | | |
| Private | P | Stormville | 15.1 | | | | |
| Route 216 | | Stormville | 15.4 | | | | |
| Private | P | Stormville | 15.6 | | | | |
| Old Route 52 | | Stormville | 16.1 | | | | |
| Private | P | Stormville | 16.9 | | | | |
| Private | P | Stormville | 17.2 | | | | |
| Private | P | Stormville | 17.7 | | | | |
| S.Green Haven Rd. | | Green Haven | 18.4 | | | | |
| Private | P | Green Haven | 19.9 | | | | |
| Depot Hill Rd. | | Green Haven | 20.6 | | | | |
| Bard St. | P | Green Haven | 21.7 | | | | |
| Route 292 | | Appalachian Trail | 22.8 | | | | |
| Private | P | Appalachian Trail | 26.5 | | | | |
| Holmes Rd. | | Holmes | 27.3 | | | | |
| Private | P | Holmes | 30.7 | | | | |
| Private | P | Holmes | 33.1 | | | | |
| Beach Crossing | 1 P | Southeast | 35.2 | | | W | |
| Pumphouse Rd. | | Southeast | 35.5 | | | | |
| Crosby Ave. | | Southeast | 36.3 | | | | |
| Joe's Hill Rd. | | Southeast | 39.7 | | | | |
| Private | P | Southeast | 40.5 | | | | |
| Segar St. | | Danbury | 74.6 | | FG | | Housatonic Railroad Man. Act. All tracks Both Directions |
| Main St. | | Danbury | 76.6 | | FG | | |
| Maple Ave. | | Danbury | 76.9 | | FG | | |
| Balmforth Ave. | | Danbury | 76.9 | | FG | | |
| White St. | | Danbury | 77.0 | | FG | | |
| Wildman St. | | Danbury | 77.5 | | FG | | |

SEE SPECIAL INSTRUCTION **SI 18-A** FOR ABBREVIATIONS AND EXPLANATION OF ACTIONS REQUIRED.

SPECIAL NOTES (Column 2):

- Between 0830 hours and 1930 hours daily, trains must Stop and Warn.

**BEA 45 LOCATION OF BULLETIN BOARDS, STANDARD CLOCKS, AND EMPLOYEE REGISTERS
BEACON LINE**

(None)

**BEA 46 SIGNAL ASPECTS NOT COVERED BY RULE 11
BEACON LINE**

(None)

**BEA 47 YARDS AND YARD TRACKS
BEACON LINE**

(No Special Instructions)

**BEA 48 OTHER INSTRUCTIONS
BEACON LINE**

BEA 48-A ATC MODE FORWARD SIGN [Rules 11-D(4) and 15-D(2)]

ATC Mode Forward Sign [Rule 11-D(4)] is located at River for westward movements.

No ATC Mode Forward Sign is in service at Dykemens for eastward movements to the Harlem Line. ATC must be placed in the forward (normal) position when train passes southward signal at CP 155. Rule 15-D(2), 2nd paragraph applies.

BEA 48-B SPEED SIGNS

Permanent speed signs for passenger trains, white numerals on a green background, are installed at the point where the speed restriction takes effect.

SYSTEM SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTION A

MEDICAL SERVICES [Rule A, Paragraph 5]

SI A-A PROCEDURE FOR HANDLING NON-CRITICAL INJURIES AND ILLNESSES

1. If a non-critical injury or illness occurs on a train, and does not require immediate medical attention, the train crew will notify Rail Traffic Controller as soon as possible to arrange for assistance at next convenient location.
2. If a non-critical injury or illness does not occur on a train, local supervision must be notified and medical attention arranged as soon as possible.
3. Critical injuries and illnesses and other medical emergencies will be handled in accordance with Emergency Instruction **EM 9**. If there is any doubt regarding the seriousness of an injury or illness, Emergency Instruction **EM 9** will apply.

SI A-B REPORTING OF INJURIES

In all cases involving injuries or illnesses, necessary documentation will be completed as soon as possible, in accordance with Safety Rules and other instructions. Copies of injury reports must be faxed to the OCC.

SI A-C OTHER MEDICAL SERVICES

All medical services other than for immediate care following an injury or illness or federally mandated post-accident toxicological tests must be coordinated through the Metro-North Occupational Health Services Department (OHS).

SI A-D FATALITIES

In the event that a fatality occurs on or near Metro-North property, the MTA Police are to be notified immediately. The MTA Police will notify all necessary local authorities, including the coroner and/or medical examiner.

SPECIAL INSTRUCTION C

PERSONS ALLOWED TO RIDE IN CABS AND ON NON-PASSENGER TRAINS [Rule C, Paragraph 1 b.]

- SI C-A** Only the following personnel, in the discharge of their official duties, are permitted to ride in the operating cab of trains:
- Those Metro-North officials whose names appear in Appendix 2 of this Timetable
 - Engineering Department (Track and Structures, Power and Communications and Signals) managers, supervisors, foremen and craft employees, only in the discharge of their duties and in their assigned territories.
 - Mechanical Department managers, supervisors, foremen and craft employees performing equipment inspections and maintenance.
 - Rail Traffic Controllers
 - Safety Department personnel
 - MTA Police Officers
 - FRA, CDOT Rail Operations and NYS Public Transportation Safety Board personnel, upon presentation of valid identification.
 - Those Metro-North employees whose passes have been endorsed with a "Valid on Head End" sticker.
- SI C-B** Except for those individuals listed above, authorization to ride in the operating cab must be issued in writing by the Vice President – Operations.
- SI C-C** Under no conditions may more than 4 people, including the assigned operating crew, be in the operating cab of a passenger train at any time.
- SI C-D** No one other than the assigned crew of the train is permitted to ride in non-leading end cabs of locomotives or MU cars, except when required in the performance of their duties. This prohibition includes off-duty Metro-North employees.
- SI C-E** Metro-North employees, on and off duty, are permitted to ride on scheduled deadhead trains.
- SI C-F** Customers and other persons who are not Metro-North employees are not permitted to ride on deadhead trains without approval from RTC or Operations Services supervision.
- SI C-G** Only those persons listed in **SI C-A** and those holding written authorization from Senior Vice President – Operations shall be permitted to ride on non-revenue trains of other than passenger equipment, such as freight trains, light engines, and work trains.

SI C-H FOREIGN RAILROADS

Instructions issued by foreign railroads regarding access to operating cabs and other areas of their trains will apply on Metro-North territory, except that the persons listed in **SI C-A** will have access to all foreign railroad trains, including operating cabs, in the performance of their duties. Special instruction **SI C-C** applies to all foreign railroad passenger trains on Metro-North property.

SPECIAL INSTRUCTION G
DRUG AND ALCOHOL TESTING (Rule G, Paragraph 3)

SI G-A For mandatory reasonable suspicion or reasonable cause testing, the Metro-North OHS facility at 420 Lexington Avenue, New York should be utilized during office hours (Monday-Friday 0800-1630; Saturday 0800-1200). For locations other than Manhattan, or when the OHS facility is closed, supervisors should contact the Chief RTC, who will make the arrangements to have a technician report to the site.

ASSURED TESTING may be used for obtaining samples of mandatory reasonable suspicion or reasonable cause testing if other alternatives are not available. The telephone number for ASSURED TESTING's 24-hour answering service is **718-244-1665**.

SI G-B For post accident/incident toxological testing, supervisors must use those hospitals listed in instructions issued by the Program Manager, Drug and Alcohol Testing.

SPECIAL INSTRUCTION 1 **QUALIFICATIONS, RESPONSIBILITIES AND DUTIES**

SI 1-A RULES QUALIFICATIONS [Rule 1-A]

SI 1-A(1) AMTRAK EMPLOYEES

Amtrak train and engine service employees whose assignment on Metro-North territory is wholly within New Haven Terminal (between CP 271 and Division Post/Amtrak) or within the limits of CP 216/CP 217 or CP 12 are not required to attend Metro-North Operating Rules classes. Those Metro-North rules required for operating within these areas will be included in Amtrak Rules classes. However, these employees must qualify with Metro-North on the physical characteristics of the territory over which they operate.

SI 1-A(2) METRO-NORTH EMPLOYEES OPERATING ON FOREIGN RAILROADS

MNR train and engine service employees who operate:

- Over the Housatonic RR's Maybrook Line between State Line and Wildman Street in Danbury; or
- Over Amtrak's Main Line New Haven – Boston between Division Post (MP 72.9) and MP 73.0

are not required to attend NORAC Operating Rules classes. Those NORAC rules required for operating within these areas will be included in Metro-North rules classes. However, these employees must still meet Housatonic RR or Amtrak requirements for qualification on physical characteristics of the territory over which they operate.

SI 1-B OPERATING MANUAL REQUIRED WHILE ON DUTY - TRAIN SERVICE EMPLOYEES [Rule 1-G(3)]

Train service employees whose assignment is wholly within yard areas are not required to carry their operating manual while performing service. They must, however, have this manual in their possession when reporting for duty, and must have it available for easy access if needed during their work assignment.

SI 1-C TRAIN SERVICE EMPLOYEES - CONDUCTOR'S SUPERVISION

Train service employees who are not qualified conductors may perform duties specified in Rule 1-G(5), parts (d), (e), and (f), only under the direct personal supervision of the Conductor. When reporting for duty, the Conductor must ascertain which members of the crew, if any, are not qualified conductors. The Conductor is personally responsible for the performance of all train service employees assigned to him.

SPECIAL INSTRUCTION 2

GENERAL ORDERS, BULLETIN ORDERS, & GENERAL NOTICES

SI 2-A OPERATIONS NOTICES

Employees must review and familiarize themselves with all Operations Notices applicable to their craft and territory. Operations Notices are numbered and posted in the same manner as General Notices as prescribed by Rules 2-B, 2-F, 2-G, 3-B, and 3-C.

SPECIAL INSTRUCTION 4

COMMUNICATING SIGNALS

SI 4-A ENGINE HORN SIGNALS - ENGINEER OPERATING FROM OTHER THAN LEADING END OF MOVEMENT [Rule 4-E(5)]

Except at GCT, prior to commencing movement when the engineer is operating from other than the leading end of movement, engine horn signal 4-E(5)(a) will be sounded for forward movement and 4-E(5)(b) for backward movement.

SPECIAL INSTRUCTION 5

COMMUNICATIONS DEVICES

SI 5-A RADIO FREQUENCIES [Rule 5-D(5)]

The following radio frequencies are in use for train operations:

Channel 1 (56/56) – Frequency 160.950

Hudson Line (CP 8 north); also North White Plains, Stamford, New Haven Yards

Channel 2 (78/78) – Frequency 161.280

Hudson Line (GCT-south limit CP 8), Harlem Line and Beacon Line

Channel 3 (29/29) – Frequency 160.545

New Haven Line and all Branches; also Highbridge and Harmon Yards

SI 5-B USE OF RADIO

When available and operative, radio must be used for communications involving:

- granting of foul time
- permission to pass a Stop Signal or Working Limits Stop Sign
- permission from the RTC to make a reverse movement
- permission to use a hand operated switch in MBS territory and reporting it locked normal
- an addition to Form M, line 11 (block(s) clear) in MBS territory

SPECIAL INSTRUCTION 6

HEADLIGHT AND MARKERS

SI 6-A NEW YORK STATE LAW REGARDING MARKERS [Rule 6-B]

Within New York State, the last car of a passenger, mail, work or wreck train shall be equipped with electric markers of sufficient candle power to be visible for a distance of 3000 ft. under normal weather conditions. Battery-operated flashing or constant burning markers are considered compliant with this requirement. The use of

reflectORIZED markers on cabooses at any time is prohibited beyond 25 miles from yard limits.

SPECIAL INSTRUCTION 7

TRAIN OPERATION

SI 7-A DELAYS AFFECTING EMPLOYEE'S ABILITY TO COMPLETE WORK ASSIGNMENT

When, due to train delays or other unforeseen circumstances, train and engine service employees are unable to cover subsequent legs of their assignment, the RTC shall be notified if the employee is en route, or Operations Manager or Yardmaster notified if the employee is at a terminal or crew base. Notification should be made as soon as possible once the situation is known.

SI 7-B REDUCED WHEEL-RAIL ADHESION

When a reduced wheel-rail adhesion condition exists that affects train operation, engineers must immediately inform the RTC. This report must include the location of occurrence, whether the condition affects train powering or braking, if the condition was caused by a cab signal change to a more restrictive indication, and whether a penalty or emergency brake application was initiated due to the condition.

When notified by the RTC or indicated in the DTOBO that **Reduced Wheel-Rail Adhesion Instructions (SI 7-B)** are in effect, trains consisting of M series cars must proceed in accordance with the instructions for the level indicated.

Level 1-If exceeding 60 MPH approaching a Code Change Indicator sign [**Rule 11-G(6)**], reduce speed to **60 MPH** prior to reaching such sign. MAS may be resumed once the entire train has passed the Code Change Indicator sign. When approaching a passenger station where a stop is to be made, reduce to Medium Speed prior to entering station. Snow brake must not be activated.

Level 2-In addition to Level 1 restrictions, where cab signal indication or Timetable maximum authorized speed table permits a speed greater than 40 MPH, proceed at a speed 5 MPH lower than such speed. In order to minimize wheel spin when resuming movement after a stop, MIN PWR position on master controller of train consisting of M 7 cars must not be exceeded until speed is greater than 10 MPH; P1 must not be exceeded on trains consisting of other M series cars until speed is greater than 10 MPH.

Level 3-Proceed not exceeding 45 MPH. Snow brake must be off. If Limited Cab is displayed, proceed not exceeding 35 MPH. In order to minimize wheel spin when resuming movement after a stop, MIN PWR position on master controller of train consisting of M 7 cars must not be exceeded until speed is greater than 10 MPH; P1 must not be exceeded on trains consisting of other M series cars until speed is greater than 10 MPH.

Locations of Code Change Indicator signs are found in Special Instructions **HUD 48-B, HAR 48-B** and **NHV 48-A**.

SI 7-C WEATHER RESTRICTIONS

During periods of extreme temperatures, speed restrictions will be imposed due to the possibility of catenary damage and rail irregularities. Crews will be notified that **Weather Restriction Instructions (SI 7-C)** are in effect by the RTC or through Section C of the DTOBO. Informational messages concerning Weather Restrictions may also be found on the GCT departure monitors. Weather Restrictions are designated Level 1, Level 2, Level 3, or Level 4, based on temperatures. The specific speed restrictions associated with each level of Weather Restriction are found in the Line Special Instructions **HUD 41-D, HAR 41-D** and **NHV 41-D**.

SI 7-D SPEEDS

SI 7-D(1) MIXED CONSISTS

Trains made up of both passenger and non-passenger equipment must operate at freight train speeds. This restriction does not apply to freight-type cars such as baggage cars and Amtrak material handling cars that are specially equipped for operation in passenger trains.

SI 7-D(2) PASSENGER TRAINS WITH ASSIST ENGINE

Passenger trains with assist engine providing traction power on rear of consist, when brakes are controlled from engine on leading end of movement, must not exceed **30 MPH**. This restriction does not apply to push-pull equipment with locomotives on both ends of the train when controls are trainlined and train is being operated from head end of consist.

SI 7-D(3) LOCOMOTIVES OPERATING BACKWARDS [**Rule 7-O**]

When locomotives in which the engineer has line of vision only in the forward direction are operated, light or with a train, in the opposite direction, Rule 7-O will apply. Movements must be at **Restricted Speed**.

This instruction does not apply to road switcher locomotives in which the engineer has a line of vision in both directions, regardless of the arrangement of the control stand in the locomotive.

SI 7-E THREE POINT PROTECTION

Before crew member goes under, or between exterior of, cars or locomotives, he must obtain assurance that equipment will not move by requesting three point protection, and receive confirmation that the engineer has provided such. Providing three point protection means that the engineer has:

- applied the brakes,
- placed the reverser in the neutral position, or the controller in the off position,

- opened the generator field and/or control switch, if so equipped. Three point protection must be maintained until the engineer is notified by the crew member who requested protection that it is no longer needed.

SI 7-F RESTRICTION REMINDER

Before reaching a location where a speed restriction issued by the RTC takes effect, or where an unscheduled meet, or a stop and warn order, is in effect, the conductor must remind and confirm with the engineer the details of such. This reminder and confirmation is to be done at a station stop, or at a point one mile before location of restriction, whichever is closer. When feasible, the conductor must be stationed with the engineer in or adjacent to the controlling cab when reminder is given.

SI 7-G COMPLIANCE WITH RESTRICTED SPEED

Tests for compliance with Restricted Speed are randomly conducted by supervisors. When testing for that part of Restricted Speed that requires the ability to stop short of obstruction, an octagonal reflectorized red sign with the word "BARRICADE" on it will be placed in gauge of track. Such sign will be considered an obstruction and will be used for a track on which Restricted Speed is required by Operating Rule or Special Instruction.

SPECIAL INSTRUCTION 8
PASSENGER TRAIN OPERATION

SI 8-A PASSENGER TRAIN SPOTTING

SI 8-A(1) STATION STOP MARKERS

Where station stop markers are in service, engineer must stop front of train at the marker corresponding to the number of cars in consist, unless otherwise instructed by the conductor.

SI 8-A(2) BRIDGE PLATES

When it is known that bridge plates will be used at one or more stations, the head end of the train will be used for revenue service and head car(s) spotted at the bridge plates. To the extent possible, the train crew will load customers for these stations in the proper cars at the origination point of the train, and will provide customers sufficient advance notice to move to the cars to be spotted at the bridge plates to avoid unnecessary train delay.

To determine whether bridge plates are in use or other unusual operational conditions exist, conductors of trains departing GCT during off-peak periods will check the employee monitors prior to boarding train.

SI 8-B DOORS AND WINDOWS

SI 8-B(1) END AND BARREL DOORS

Barrel and end doors at the head and rear end of trains must be kept closed and dogged at all times while the train is in motion. These doors must not be locked.

SI 8-B(2) PASSENGER DOORS

a. **AT INITIAL TERMINALS**

During intemperate weather conditions (above 80 degrees or below 45 degrees), when trains are on the platform at initial terminals for more than five minutes, conductor will key open one door leaf per car on electric equipment and will open only end vestibule doors on Bombardier equipment for passenger loading. All doors will be opened during the last 30 seconds before departure time.

SI 8-B(3) OPERATING CAB DOORS

The engineer must keep the operating cab door on M-series equipment closed at all times, except when observing student engineer or conducting railroad-related business with a supervisor or train crew member.

SI 8-B(4) WINDOWS

- a. Except when the HVAC (heating, ventilation, air conditioning) system is not functioning properly, openable windows in the passenger compartment of M-1 and M-3 equipment must be kept closed.
- b. Except when HVAC system is not functioning properly or when in immediate use, crew windows must be kept closed.
- c. The conductor or a designated train crew member must ensure that all windows are closed upon arrival at final destination.

SI 8-C HEATING, VENTILATION, AIR CONDITIONING, LIGHTS

Lighting and HVAC controls should be turned on as soon as crew reports to train, but not more than 30 minutes before departure. Lighting and HVAC should not be turned on in non-revenue cars unless these cars will be used for revenue service within 30 minutes.

Lighting and HVAC must be turned off when train reaches final destination, unless otherwise instructed. Switches for emergency lighting must always remain on.

SI 8-D REPORTING DELAYS [Rule 8-E]

Unless otherwise directed by the RTC, conductors on passenger trains, including Amtrak trains, will report any delays that result in their train arriving at its final destination more than 5 minutes late to the Assistant Chief RTC at extension 2050, 2051, or 2052.

SPECIAL INSTRUCTION 9 **FREIGHT TRAIN OPERATION**

SI 9-A MOVEMENT OF FREIGHT TRAINS WITH FAILED END OF TRAIN DEVICES

Movement of non-MNR freight trains with a failed End of Train Telemetry Device must:

- Notify the RTC as soon as possible or upon entering MNR territory.
- Not exceed 30 MPH.

RTC must provide absolute block protection on adjacent tracks while freight train is in motion.

In Manual Block System territory, non-MNR freight trains with a failed End of Train Telemetry Device, must report clear of the main track to the RTC only after an employee has determined that the rear car has cleared by observing the marker or last car number.

SI 9-B PLACEMENT OF CARS FOR LOADING AND UNLOADING

1. Cars placed for loading or unloading must not be coupled to any other equipment, nor moved, until:
 - All persons on or about the cars are notified; and
 - All tank car couplings, transfer plates and other obstructions on, under or about the cars have been removed.
2. A sign reading "Stop – Tank Car Connected" indicates that tank cars are connected for loading or unloading. Such cars must not be coupled to or moved. Other cars must not be placed on the same track obstructing the view of this sign unless the person in charge is notified and makes arrangement for the immediate movement of the sign to an unobstructed location.

SI 9-C SWITCHING

1. Running switches, or drops of cars, should be avoided whenever possible. Running switches are prohibited:
 - With cars containing livestock, passengers, or hazardous materials
 - On tracks containing such cars
 - On tracks leading to buildings or trestles.
2. Employees are prohibited from riding the side ladder of multilevel cars stenciled "Extreme Width – 10 feet 3 inches" or larger.

3. When switching extreme width cars, extra distance between the point of switch and the clearance point must be allowed to prevent cornering of cars on switching leads.

SI 9-D **FREIGHT CARS AND LOCOMOTIVES**

- SI 9-D(1)** Cars and locomotives with single-axle trucks must not be operated as the rear car on any train.
- SI 9-D(2)** Other than light engine moves, a maximum of twelve (12) units may be coupled together at the head end of the train. This includes units not being used to power the train (idling or dead). The maximum number of operating traction motors is twenty-four (24).
- SI 9-D(3)** Light engine moves, with or without a caboose, are restricted to a maximum of fifteen (15) locomotive units.
- SI 9-D(4)** Only one Yard Switcher type unit, not being used to power the train, may be handled next to the locomotive consist. Additional units must be placed in train in accordance with instructions issued by the operating railroad.
- SI 9-D(5)** Flat cars with solid or friction bearings must not be operated in a Trailer-on-Flat-Car (TOFC) train.
- SI 9-D(6)** Cars over 50 ft., 6 in. long must not be operated through No. 6 turnouts diverging when coupled to other cars.

SI 9-E **BACK-UP MOVEMENTS**

When necessary to make a back-up movement with a train in excess of fifty (50) cars, the engineer must not exceed the following amperage ratings unless all locomotives in the consist are equipped with alignment control couplers or coupler stops:

- 3 locomotive units working – 800 amps
- 4 locomotive units working – 600 amps
- 5 locomotive units working – 500 amps
- 6 locomotive units working – 400 amps

SI 9-F **SPEED RESTRICTIONS-FREIGHT TRAINS**

The following are Maximum Authorized Speeds (MPH) unless otherwise restricted, except as noted:

- a. Circus trains, unless higher MAS is authorized by Senior Vice President – Operations – **30 MPH**.
- b. Freight trains with 30 or more cars of mineral freight – **40 MPH**

- c. JENNIE-type cars
 - Loaded in mineral trains – **30 MPH**
 - Empty in mineral trains – **40 MPH**
 - Loaded or empty in other than mineral trains – **40 MPH**
 Conductor must notify engineer that JENNIE-type cars are in consist.
- d. Freight trains with open top cars loaded with pulp wood
 - Tangent track - **25 MPH**
 - Curves - **15 MPH**
- e. Unit coal and ore trains consisting of 100 ton cars – **40 MPH**
- f. Test weight or scale cars will be operated in accordance with the freight railroad instructions, not to exceed **25 MPH**. The RTC must be notified that such cars are in consist.

SI 9-G RAILROAD MAINTENANCE TRAINS

SI 9-G(1) SPEED RESTRICTIONS – RAILROAD MAINTENANCE TRAINS

- a. Railroad maintenance trains without cranes will operate at freight train speeds.
- b. Trains with the Rail Washer equipment will operate at freight train speeds not to exceed **40 MPH**.
- c. Trains operating with Jordan spreaders will not exceed **25 MPH**.
- d. Trains handling Speno Ballast Cleaning equipment, cars SR BCX 1 to 8 and 11 to 18, inclusive, will not exceed **30 MPH**.
- e. Trains handling empty welded rail cars will operate at freight train speeds.
- f. Trains handling loaded welded rail cars will not exceed **40 MPH**, except that D&H welded rail trains, loaded or empty, will not exceed **35 MPH**.

SPECIAL INSTRUCTION 11

SIGNAL ASPECTS AND INDICATIONS

SI 11-A PROCEED CAB [Rule 11-B(1)]

Proceed Cab (Rule 11-B(1)) will authorize a train with engineer not on leading end of movement to proceed at Restricted Speed.

SPECIAL INSTRUCTION 13

OPERATION UNDER INTERLOCKING RULES

SI 13-A PERMISSION TO PASS STOP SIGNAL [Rule 13-F]

At the following interlockings where split point derails are in service, before a train is given permission to pass a Stop Signal, an employee qualified on the Operating Rules and physical characteristics must be stationed on the lead unit with the engineer to confirm instructions from the RTC and to observe conditions ahead. The name and craft of the employee must be recorded by the RTC on the Record Of Train Movement.

Interlockings: CP 152, CP 155, CP 230, CP 241, CP 244, CP 256, and CP 261

SPECIAL INSTRUCTION 17 **EQUIPMENT**

SI 17-A REPORTING EQUIPMENT DEFECTS

1. Form ME-8 for reporting MU and passenger car defects is located in the head and rear control cabs. Crews must enter on the ME-8 a description of all defects found, as well as other information as instructed on back of ME-8 form.
2. When defects occur that require attention prior to the train's final destination, engineer will notify the RTC as soon as possible. The RTC will make necessary arrangements and inform engineer of the location where repairs will be made. The engineer will inform Mechanical Department representative by radio as soon as train arrives at the point indicated for repairs.
3. All defects that affect train performance, safety, or customer comfort, in addition to being recorded on the ME-8 form, must be reported to the Yardmaster or Mechanical foreman at final destination of train and to Fleet Management at extension 2130 or 1-888-83-FLEET.

SI 17-B EQUIPMENT CHARACTERISTICS - LOCOMOTIVES

SI 17-B(1) SPECIFICATIONS AND RESTRICTIONS – METRO-NORTH, AMTRAK, NJT, AND CDOT – OWNED UNITS IN MNR SERVICE.

| Unit numbers | Notes & Rest. | Model | HP | Fuel (gal) | ATC equipped | Max. Authorized Speed (MPH) | | |
|--------------------------------|---------------|----------|------|------------|--------------|-----------------------------|----------------|------------|
| | | | | | | Single Light | Multiple Light | With Train |
| 101-106 | 1 | GP-35 | 2000 | 2600 | ATC | 30 | 45 | 60 |
| 110-115 125-130 | 1,4 | BL20-GH | 2250 | 2500 | ATC | 30 | 45 | 75 |
| 201-231 | 4 | P32AC-DM | 3200 | 1800 | ATC | 30 | 45 | 110 |
| 401-402 | 4 | BL14-CG | 1400 | 1000 | ATC | 30 | 30 | 50 |
| 404-405 | 2 | DES-70B | 600 | 600 | ATC | 30 | 30 | 50 |
| 700-717 | 4 | P32AC-DM | 3200 | 1800 | ATC | 30 | 45 | 110 |
| 833, 834, 836, 838, 840-843 | 3 | P-40BH | 4000 | 2200 | ATC | 30 | 45 | 110 |
| 4415-4431 | | ALP-44 | 5200 | | ATC | 30 | 45 | 100 |
| 4600-4628 | | ALP-46 | 7000 | | ATC | 30 | 45 | 100 |

NOTES & RESTRICTIONS

1. Metro-North freight units must operate with the ATC selector switch in the "freight" position at all times except when handling passenger trains.
2. Account single-axle trucks, units 404-405 must not be operated single light or multiple light in CTC/CSS or IR/CSS territory unless provided with absolute block protection.
3. Prohibited south of CP 3 unless authorized by Senior VP – Operations.
4. Prohibited from operating as single light units.

SI 17-B(2) SPECIFICATIONS AND RESTRICTIONS -
CDOT-OWNED SHORELINE EAST UNITS

| Unit numbers | Notes & Rest. | Model | HP | Fuel (gal) | ATC equipped | Max. Authorized Speed (MPH) | | |
|--------------|---------------|----------|------|------------|--------------|-----------------------------|----------------|------------|
| | | | | | | Single Light | Multiple Light | With Train |
| 6694-6699 | 1 | GP-40-2H | 3000 | 1500 | ATC | 30 | 45 | 80 |

NOTES & RESTRICTIONS

- May not be operated in third-rail territory.

SI 17-B(3) SPECIFICATIONS AND RESTRICTIONS -
FOREIGN RAILROAD UNITS

- Unless otherwise indicated, specifications and restrictions for foreign railroad units on MNR will be as shown in the Employee Timetable of the operating railroad.
- All foreign railroad locomotives are prohibited south of CP 5 except Amtrak units P32AC-DM, units 700-717
- All foreign railroad locomotives are prohibited in third-rail territory unless modified to clear third rail. Locomotives so modified are indicated by a painted outline on the plow. Conductors on trains operating in third rail territory are responsible for knowing that all locomotives in consist comply with this instruction.

SI 17-B(4) SPECIAL RESTRICTIONS

- Amtrak Acela high-speed trainsets, units 2000-2039, are restricted to **2 MPH** when coupling. When operating with over-inflated air springs, train must not exceed **30 MPH** and **15 MPH** when diverging.
- Amtrak Turbo equipment, units 2131-2162, must not be left unattended unless the wheels are chocked.
- Employees are prohibited from riding on cab steps of Amtrak locomotive types P-42BH, P-32BWH, P-32AC-DM and P-40BH (including P-40BH units leased to Metro-North) while in motion.

SI 17-B(5) OPERATION OF LIGHT ENGINES

1. Single light and multiple light engine movements made up exclusively of the following engines, with operative blended dynamic brakes, may operate at passenger train speeds, not to exceed the maximum authorized light engine speed for the engine model being operated.
 - Metro-North units
P-32AC-DM (units 201-231)
P-40BH (units 833-843)
 - CDOT units
GP-40-2H (units 6694-6699)
 - Amtrak units
P-32AC-DM (units 700-717)
P-40BH (units 800-843)
P-42BH (units 1-207)
AEM-7 (units 900-953)
HHP-8 (units 650-664)
2. Single light and multiple light engine movements which include any locomotives not listed in paragraph 1 will operate at freight train speeds, not to exceed the maximum authorized light engine speed for the model(s) being operated.
3. When operating multiple light engines of different models, the maximum authorized speed for the movement will be the lowest of the "multiple light" speeds shown for the locomotive models in consist.

SI 17-C EQUIPMENT CHARACTERISTICS -MULTIPLE-UNIT (MU) CARS

SI 17-C(1) SPECIFICATIONS AND RESTRICTIONS

| Unit numbers | Type | Notes & Rest. | Model | Max. No. of units permitted in consist | Max. Auth. Speed (MPH) |
|--------------|-------|---------------|-------|--|------------------------|
| 4000-4335 | DC | | M-7 | 12 | 100 |
| 8000-8141 | DC | | M-3 | 12 | 100 |
| 8400-8849 | AC/DC | | M-2 | 12 | 100 |
| 8900-8985 | AC/DC | | M-4 | 12 | 100 |
| 9000-9081 | AC/DC | | M-6 | 12 | 100 |
| 9100-9299 | AC/DC | | M-8 | 12 | 100 |

SI 17-D EQUIPMENT CHARACTERISTICS - PASSENGER CARS

SI 17-D(1) SPECIFICATIONS AND RESTRICTIONS -
METRO-NORTH AND CDOT-OWNED EQUIPMENT USED IN MNR
SERVICE

| Unit numbers | Type | Notes & Rest. | Model | Max. Auth. Speed (MPH) |
|--|-------|---------------|-------------------|------------------------|
| CDOT 1001,1671,1673, 1675 | Cab | 1 | SPV | 90 |
| CDOT 1621 - 1631 | Coach | 1 | SPV | 90 |
| 6100-6129, 6200-6229 6300-6329, CDOT 6219-6227 | Cab | | Bombardier | 100 |
| 6150-6199, 6230-6299 6350-6499, CDOT 6230 - 6240 | Coach | | Bombardier | 100 |
| MN-1, MN-2, MN-3 | Coach | | Inspection Cars | 100 |
| CDOT 1701-1719 | Cab | 2 | VRE | 79 |
| CDOT 1730-1774 | Coach | 2 | VRE | 90 |
| NJT 7000-7075 | Cab | | Multi-Level Cab | 100 |
| NJT 7200-7320, 7500-7614 | Coach | | Multi-Level Coach | 100 |
| NJT 5000-5008, 5011-5031, 6000-6083, 6700-6714 | Cab | | Comet | 100 |
| NJT 5200-5205, 5235-5264, 5300-5459, 5500-5582, 6200-6213, 6500-6601, 6750-6799 | Coach | | Comet | 100 |

NOTES & RESTRICTIONS

1. SPV cars may not exceed 60 mph unless hauled by a locomotive with blended/dynamic brakes.
2. VRE cars are prohibited south of CP 1 and on MO Wye Track 5.

SI 17-E MOVING M-SERIES CARS USING COMPROMISE COUPLERS

When moving M-series equipment with a locomotive using a compromise coupler, the following restrictions apply:

- Movements of 10 cars or less may be made at MAS not exceeding **50 MPH** when locomotive is in the lead. Rule 7-O applies when locomotive is not in the lead.
- Movements in excess of 10 cars are permitted only to rescue a disabled train. Customers must be unloaded at the next station, and the equipment moved to the nearest location to clear main tracks. Movement must not exceed **10 MPH.**
- Not more than one locomotive unit or non-M series car may be placed behind cars that are being towed using a compromise coupler.
- Compromise coupler alignment pin wedge must be securely applied. Use of a compromise coupler without the locking wedge is prohibited.

SPECIAL INSTRUCTION 18 HIGHWAY GRADE CROSSINGS

SI 18-A HIGHWAY GRADE CROSSING TABLES

Timetable Special Instructions sections **HUD 44, HAR 44, NCN 44, DAN 44, WBY 44** and **BEA 44** list highway grade crossings, in the following format:

| (Column No.) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|--------------|---------------|---------------------------------|----------|----|------------------|---|--------|----------|-----------|--------------------------|--------------------|--------|----------|-------------|
| | Crossing Name | Special Notes "P" if Private | Location | MP | Operating Limits | Type of Warn. Dev. Special Whistle Inst. | Action | Track(s) | Direction | Special Actions Required | Apparatus Provided | Device | Track(s) | Pre-emption |

1. Column 2, *SPECIAL NOTES*, will be defined below each table.
2. In Column 3, "P" indicates a private crossing; all other crossings are public.
3. Column 7 *TYPE OF WARNING DEVICES*:
F Flashers **G** Gates **N** None
4. Column 8, *SPECIAL WHISTLE INSTRUCTIONS*, defined as follows:
W Engine horn signal 4-E(5)(c) will be sounded.
5. Column 9, *SPECIAL ACTIONS REQUIRED*, defined as follows:

CC STOP CC signs located approximately 70 ft. to either side of highway. Trains must **Stop** in advance of CC sign, but clear of crossing. Do not pass over crossing until gates have been in the horizontal position for at least 5 seconds.

CC(-MPH) Trains must not exceed the speed indicated between the CC sign and the crossing, to ensure that flashers have been active for at least 20 seconds and/or gates, if equipped, have been in the horizontal position for at least 5 seconds before passing over the crossing.

HOS Hand operated switch is located in proximity to the crossing. Trains entering main track via hand operated switch must not pass over crossing until flashers have been active for at least 20 seconds and gates, if equipped, have been in the horizontal position for at least 5 seconds before passing over the crossing.

Man. Act. *MANUAL ACTIVATION*: Trains must **Stop** before passing over crossing, and a member of the crew must manually activate the warning devices using switch or pull-out in yellow box mounted on the crossing case. After completing movement, device must be restored to its original position and case must be locked.

S&W

STOP AND WARN: Rule 18-D applies.

Swt

Switching moves within operating limits may cause warning devices to be continuously activated, in which case, crossing must be protected by a member of the crew. If push buttons are provided, they must be used.

6. Column 12, *APPARATUS PROVIDED*, defined as follows:

PB

Push buttons are provided to manually interrupt operation of the warning devices on the tracks indicated in column 13. The push buttons will operate only if equipment is at least 70 ft. from the highway. In multiple track locations, the push buttons are generally located adjacent to the affected track. Instructions for use of push buttons are in Special Instruction **SI 18-B**.

ACO

ACTIVATION CUT-OUT: Hand operated switch automatically interrupts activation of crossing warning devices when switch is lined reverse.

R

REACTIVATION: Crossing will reactivate and remain continuously activated if train makes a complete movement over crossing, but remains within the operating limits more than 10 minutes.

7. Column 14, *PRE-EMPTION*, defined as follows

If "Yes" appears in this column, crossing warning devices are interconnected with and pre-empt normal operation of highway traffic signals. Activation of flashers or gates at crossings equipped in this manner may be delayed for a period of time to allow highway signals to cycle before the crossing activates.

SI 18-B

MANUAL INTERRUPTION FEATURE OF CROSSINGS

When push buttons are provided to manually interrupt operation of automatic highway grade crossing warning devices, the following procedures will apply:

To interrupt operation: Press the *RAISE* button for the track that is occupied; do not push the button for any other track.

To re-activate protection: Press the *LOWER* button.

A crew member must remain stationed at the push button location at all times while the warning devices are interrupted, and engineers must communicate with this crew member prior to operating over crossing. The box containing the push button must be locked when unattended.

Movement over crossing, exiting and re-entering operating limits, or equipment that shunts intermittently will reactivate the warning devices. The push button must be operated again to continue interruption of warning devices.

SI 18-C **CONNECTICUT LAW REGARDING BACKING MOVEMENTS OVER CROSSINGS**

In Connecticut, the following rule applies where public crossings at grade are present:

1. Train backing movements over crossings are prohibited where adequate run-around facilities are available, usable and feasible at the point where a reverse train movement is to be made.
2. When train backing movements must be made over a public crossing that is equipped with signs only, such movement must **Stop** before entering the crossing and must be accompanied by a member of the crew on the ground.
3. Where adequate run-around facilities are available at any point during train backing movements, such facilities must be used to eliminate the need for further backing movements.
4. These provisions do not apply to switching backing movements, except that such movements over public crossings equipped only with signs must be accompanied by a member of the crew on the ground.

SPECIAL INSTRUCTION 21
REMOVING TRACKS FROM SERVICE

SI 21-A **ELECTRICAL CLEARANCE FORM MP 261**

If a qualified person in the field is not available, the Power Director will test and confirm deenergization of third rail and provide information required by line 3 of Form MP 261.

SPECIAL INSTRUCTION 23
MOVEMENT OF TRACK CARS

SI 23-A **TRACK STRUCTURE ASSESSMENT VEHICLE**

Amtrak Track Structure Assessment Vehicle TC A68402 may operate at passenger train speeds not exceeding 50 MPH (forward and backward).

SI APPENDIX 1 SPEED TABLES

CONVERSION FROM TIME TO SPEED (MPH)

| Time per mile | | Speed | Time per mile | | Speed | Time per mile | | Speed |
|---------------|-----|-------|---------------|-----|-------|---------------|-----|-------|
| min | sec | (MPH) | min | sec | (MPH) | min | sec | (MPH) |
| 0 | 36 | 100 | 0 | 55 | 65 | 2 | 00 | 30 |
| 0 | 38 | 95 | 1 | 00 | 60 | 2 | 24 | 25 |
| 0 | 40 | 90 | 1 | 05 | 55 | 3 | 00 | 20 |
| 0 | 42 | 85 | 1 | 12 | 50 | 4 | 00 | 15 |
| 0 | 45 | 80 | 1 | 20 | 45 | 6 | 00 | 10 |
| 0 | 48 | 75 | 1 | 30 | 40 | 12 | 00 | 5 |
| 0 | 51 | 70 | 1 | 43 | 35 | | | |

CONVERSION FROM DISTANCE AND SPEED TO TIME

| Distance (Miles) | SPEED (Miles per hour) | | | | | | | |
|---------------------|------------------------|-------|------|------|------|------|------|------|
| | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 |
| 0.25 | 0-45 | 0-30 | 0-23 | 0-18 | 0-15 | 0-13 | 0-11 | 0-10 |
| 0.50 | 1-30 | 1-00 | 0-45 | 0-36 | 0-30 | 0-26 | 0-23 | 0-20 |
| 0.75 | 2-15 | 1-30 | 1-08 | 0-54 | 0-45 | 0-38 | 0-34 | 0-30 |
| 1.00 | 3-00 | 2-00 | 1-30 | 1-12 | 1-00 | 0-51 | 0-45 | 0-40 |
| 1.25 | 3-45 | 2-30 | 1-53 | 1-30 | 1-15 | 1-04 | 0-56 | 0-50 |
| 1.50 | 4-30 | 3-00 | 2-15 | 1-48 | 1-30 | 1-17 | 1-08 | 1-00 |
| 1.75 | 5-15 | 3-30 | 2-38 | 2-06 | 1-45 | 1-30 | 1-19 | 1-10 |
| 2.00 | 6-00 | 4-00 | 3-00 | 2-24 | 2-00 | 1-43 | 1-30 | 1-20 |
| 2.25 | 6-45 | 4-30 | 3-23 | 2-42 | 2-15 | 1-56 | 1-41 | 1-30 |
| 2.50 | 7-30 | 5-00 | 3-45 | 3-00 | 2-30 | 2-09 | 1-53 | 1-40 |
| 2.75 | 8-15 | 5-30 | 4-08 | 3-18 | 2-45 | 2-21 | 2-04 | 1-50 |
| 3.00 | 9-00 | 6-00 | 4-30 | 3-36 | 3-00 | 2-34 | 2-15 | 2-00 |
| 4.00 | 12-00 | 8-00 | 6-00 | 4-48 | 4-00 | 3-26 | 3-00 | 2-40 |
| 5.00 | 15-00 | 10-00 | 7-30 | 6-00 | 5-00 | 4-17 | 3-45 | 3-20 |

TIME CONSUMED (minutes and seconds)

SI APPENDIX 2 METRO-NORTH RAILROAD OFFICIALS

Individuals indicated as "S/LE" are qualified under Federal regulations as Supervisors of Locomotive Engineers for training, certification, and recertification of Locomotive Engineers.

EXECUTIVE

H. R. Permut President

OPERATING DIVISION

| | |
|------------------|---|
| R. E. Lieblong | Senior Vice President - Operations |
| R. Saraceni | General Superintendent - Grand Central Terminal |
| D. A. Treasure | Chief of Staff - Operations |
| M. C. Corbett | Senior Director – Operations and Performance Analysis |
| J. J. Price, Jr. | Chief of Scheduling and Equipment Utilization |
| C. B. Underwood | Deputy Director - Fleet Management |

OPERATING RULES DEPARTMENT

| | |
|---------------|--|
| W. J. Parsons | Director of Regulatory Oversight |
| A. F. Favilla | Asst. Director - Operating Rules |
| H. A. Prince | Program Manager - Drug and Alcohol Testing |
| L. Hannah | Rules Examiner |
| R. A. Bass | Rules Examiner |
| E. Shields | Rules Examiner |

OPERATIONS SERVICES DEPARTMENT

| | |
|------------------|--|
| S. L. Herrington | Assistant Vice President - Operations Services |
| S. Doering | Deputy Chief of Operations |
| J. Zilembo | Director - Stations |
| C. Armstrong | Senior Hearing Officer |

OPERATIONS SERVICES - OCC

| | |
|---------------|--------------------|
| F. J. Ferrara | Deputy Chief - OCC |
| P. Ryan | PM Superintendent |

Chief Rail Traffic Controllers:

| | | |
|----------|-----------|----------|
| J. Kroll | J. Lagana | R. Walsh |
|----------|-----------|----------|

OPERATIONS SERVICES - CREW MANAGEMENT

| | |
|--------------|----------------------------------|
| C. Donaldson | Superintendent - Crew Management |
|--------------|----------------------------------|

OPERATIONS SERVICES - GENERAL AND SYSTEM ROAD FOREMEN

| | |
|---------------------|---------------------------------|
| M. Sciortino (S/LE) | General Road Foreman of Engines |
| A. T. Smith (S/LE) | System Road Foreman of Engines |
| F. Mokisel (S/LE) | System Road Foreman of Engines |
| C. Taft (S/LE) | System Road Foreman of Engines |

OPERATIONS SERVICES - FIELD OPERATIONS

| | |
|----------------------|---|
| M. Morris | Superintendent - PM Operations |
| G. Meyers | Line Superintendent Harlem |
| J. Kanell | Line Superintendent New Haven |
| J. Longobardi (S/LE) | Line Superintendent New Haven Operations |
| F. Chidester | Line Superintendent Hudson & West of Hudson |
| J. Grumblatt | District Superintendent - Stamford |
| P. Wilhelmy | District Superintendent - New Haven |
| M. Salvatore | District Superintendent - Brewster |
| T. O'Connor | District Superintendent - GCT |
| S. Neville | District Superintendent - North White Plains |
| E. Schiefelbein | Superintendent - GCT |
| J. McNulty | Superintendent |
| M. Luraschi | District Superintendent - Harmon |
| J. Kozlowski | District Superintendent |
| K. Catone | Asst. Director-Capital Projects Harlem & Hudson |
| D. McCarthy | Asst. Director-Capital Projects New Haven |
| R. Yee | On-Board Services Officer |

Operations Managers

| | | |
|-----------------|-------------|----------------|
| E. Servance | G. Chirinos | H. Davies |
| T. Forde | M. Hermann | R. Malaspina |
| D. Bell (S/LE) | J. Brandt | A. Lato (S/LE) |
| E. Perez (S/LE) | A. Ramos | M. Donnarumma |
| D. Staska | S. Milden | S. Moore |
| G. Batchelor | S. Depalma | |

MECHANICAL DEPARTMENT

| | |
|--------------|--|
| J. Kesich | Chief Mechanical Officer - Mechanical Department |
| R. Conway | Deputy Chief Mechanical Officer - M of E Support Services |
| M. A. Gagnon | Assistant Chief Mechanical Officer - New Haven Line |
| J. Militano | Assistant Chief Mechanical Officer - Hudson and Harlem Lines |
| E. Archibald | Assistant Director - Projects and Fleet/Facility Liasion |
| A. Cecere | Facilities Director - Harlem Line |
| D. Miller | Facilities Director - Hudson Line |
| J. Hogan | Facilities Director - New Haven Line |
| P. DeCarlo | Facility Director - GCT |

MAINTENANCE OF WAY DEPARTMENT

| | |
|---------------|--|
| R. W. Walker | Chief Engineer-Asst. Vice President - Maintenance of Way Dept. |
| J. J. Gillies | Director - Power Systems |
| R. W. Staley | Director - Communications and Signals Systems |
| J. Wagner | Director - Track and Structures |
| | Director - Operating Capital Projects |

SUPERVISORS OF LOCOMOTIVE ENGINEERS – TRAINING DEPARTMENT

| | |
|-----------------------|----------------------------------|
| L. G. Bova (S/LE) | Assistant Chief Training Officer |
| | Assistant Chief Training Officer |
| J. Meinck (S/LE) | Training Officer |
| K. Sciabarassi (S/LE) | Training Officer |

SI APPENDIX 3 FREQUENTLY USED TELEPHONE NUMBERS

OPERATIONS CONTROL CENTER (outside number 212.340.xxxx)

| | | | | |
|--------------------------------|-------------------------|----------------|------------------------------|------|
| Asst Chief RTC GCT | 3306/3307 | Dist. A | Lower Harlem | 2040 |
| Asst Chief RTC Outlying | 2050/2051/ 2052/2053 | Dist. B | Upper Harlem/ Beacon Line | 2039 |
| Asst Chief RTC Freight | 2046 | Dist. C | Lower Hudson | 2041 |
| Dist. U Upper Level | 3302/3312 | Dist. D | Upper Hudson | 2042 |
| Dist. L Lower Level | 3301/3311 | Dist. E | Inner NH/NC Br. | 2037 |
| Dist. P CP1-CP4 | 3303/3313 | Dist. F | Outer NH/ Dan. & Wby Br. | 2038 |
| Dist. M Mott Haven | 3304/3314 | Dist. G | CP261-CP274 | 2048 |

POWER DIRECTOR

| | | | |
|----------------------------|----------------------|------------------|----------------------|
| Harlem & Hudson | 2221 or 800.836.8658 | New Haven | 2100 or 800.836.6467 |
|----------------------------|----------------------|------------------|----------------------|

MTA POLICE

| | | | | |
|---|---|---------------------|--|----------------|
| EMERGENCY/ DISPATCH CENTER | 6911 800.MTAPD911 or 800.682.9117 | DISTRICT HQs | | |
| | | GCT | | 2480/2484/2485 |
| | | Hastings | | 1772/1773 |
| | | Beacon | | 1908/1909 |
| | | Stamford | | 5722/5723 |

OPERATIONS SERVICES

| | | | | | |
|---|-------------------|-----------|-------------------------------------|-----------------|-----------|
| CREW MANAGEMENT | | 2733/2735 | POUGHKEEPSIE 845.905.xxxx | Operations Mgr | 3546/3547 |
| SYSTEM ROAD FOREMEN OF ENGINES | General RFE | 2660 | NWP 914.686.xxxx | Operations Mgr | 8603/8601 |
| | System RFE-NH | 2997 | | Yardmaster | 8605 |
| | System RFE-H&H | 1894 | BREWSTER 845.940.xxxx | Operations Mgr. | 1320/1367 |
| | System RFE-GCT | 2666 | | Yardmaster | 1322 |
| GCT 212.340.xxxx | Operations Mgr | 2601/2162 | STAMFORD 203.363.xxxx | Operations Mgr | 5770/5771 |
| | Ops Mgr - Capital | 3204 | | Yardmaster | 5691/5692 |
| | Track 25 | 2325/2329 | NEW HAVEN 203.786.xxxx | Operations Mgr | 2828/2830 |
| | Yardmaster | 3305 | | Yardmaster | 8015 |
| HARMON 914.271.xxxx | Operations Mgr | 1547/1816 | | West End Yard | 8021/8022 |
| | Ops Mgr-Capital | 1847 | | Ops Mgr-Capital | 2829 |
| | Yardmaster | 1556 | | | |

FLEET MANAGEMENT

| | | | |
|--|-----------------------------|---|------|
| MECHANICAL Equipment Defects | 2130/2129 or 888.83FLEET | OPERATIONS Consist Management Deadhead Equipment | 2111 |
| Hot Cars | 888.RAILHOT | | |

RULES EXAMINERS/PHYSICAL CHARACTERISTICS TESTS

(Outside number 212.340.xxxx)

| | |
|---|--|
| RULES EXAMINERS | |
| Appointments – Rules Classes | MNR Employees – 2747 (CMS Office) Tenant Railroads – 914.686.0551 Rules Examiner – H & H – 203.786.2952 Rules Examiner – NHV |
| Appointments – Physical Characteristics (Training Department) | New Haven Line – 4911 Harlem, Hudson, and Beacon Lines – 3142/2374 |

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New York, New York

January 13, 2006

GENERAL ORDER No. 401

Effective: 0400 Hours, Sunday, February 5, 2006

a. OPERATING RULES

Metro-North Operating Rules dated April 3, 2005, in effect.

b. TIMETABLE

Timetable No. 4 in effect. Except for employee schedules, this timetable contains the necessary information and instructions in General Orders up to and including General Order No. 302 all of which must be removed from Bulletin Boards. Employees must examine each page of their copy of Timetable No. 4 to see that it is complete and note changes. When revised pages are issued, each page will indicate the date of the latest revision and the number of the General Order that authorized that revision.

A fourth section of the Employee Timetable, titled "Emergency Instructions", added. Page numbers in this section are prefixed with the letter "E", starting with page E-1.

Employee Train Schedule Folders 1, 2-N, 2-S, 3-E, 3-W, 4, 5, and 6 dated April 3, 2005, and issued with General Order No. 302, remain in effect.

c. EQUIPMENT OPERATING INSTRUCTIONS

MTA Metro-North Railroad Equipment Operating Instructions, Form MN-401, dated November 1, 2001, and revised April 3, 2005, in effect.

d. ELECTRICAL INSTRUCTIONS FOR OPERATING EMPLOYEES

MTA Metro-North Railroad Electrical Instructions for Operating Employees, Form MN-290 OP, dated April 3, 2005, with revisions of February, 2006, in effect.

Employees must replace pages 13, 14, 15, and 16 in Form MN-290 OP with accompanying revised pages.

e. ROADWAY WORKER SAFETY MANUAL

MTA Metro-North Railroad Roadway Worker Safety Manual, Form RW-1, dated April 3, 2005, in effect.

f. SAFETY INSTRUCTIONS

MTA Metro-North Railroad General Safety Instructions, dated April 3, 2005, in effect.

g. HAZARDOUS MATERIALS INSTRUCTIONS

MTA Metro-North Railroad Hazardous Materials Instructions, Form MN-200, dated April 3, 2005, in effect.

(h) OPERATING RULES

DEFINITIONS

Notice designated **OPERATIONS NOTICE** added to definitions as follows:

OPERATIONS NOTICE (ON) – Notice issued by authority of the Vice President

- Operations that contains items of an advisory, explanatory, and/or



cautionary nature related to Operating Rules, Timetable, and other instructions.

Operating Rules, pages 11 and 16, changed.

(i) OPERATING RULES

Indication of Rule 4-E(5)(c) changed as follows:

1. Approaching a public highway grade crossing. Engine horn must begin to be sounded at a point $\frac{1}{4}$ mile before crossing, except if speed of train is less than 45 MPH, and/or stop is to be made before reaching crossing, horn must begin to be sounded no less than 15 but no more than 20 seconds before occupying crossing.

Prolong or repeat signal until engine occupies the crossing, or, in the case of multiple crossings, until engine occupies the last crossing.

2. Approaching roadway workers on or near the tracks.

Operating Rules, page 32, changed.

(j) OPERATING RULES

Rule 12-C(1), Rule 12-K, and Rule 19-A(5) changed as follows:

12-C(1) Before admitting a train to a block, the RTC must examine the Record of Train Movement and verify that switches are properly lined.

12-K HAND-OPERATED SWITCHES

Except when used to enter a siding at a meeting point, hand-operated switches in MBS territory may not be operated without permission of the RTC.

The RTC must enter on the Record of Train Movement the name and craft of the qualified employee requesting permission, location of switch, time permission was granted, and time switch was reported to be locked in normal position.

The time that switch is locked in normal position must be reported to the RTC as soon as practicable, before train reports clear of block that switch is located in. If main track was removed from service, report must be made to the RTC before Form M, line 3, is cancelled.

Except for locations designated in Timetable Special Instructions, an employee using hand-operated switches in MBS territory must also complete a Switch Position Awareness form (Form SPA), which must be retained and available for inspection for at least five days. Information required on Form SPA must be entered before conductor, foreman, or other qualified employee reports clear to the RTC. Additionally, in the case of a train, the RTC must confirm that both the conductor and engineer have initialed Form SPA.

19-A(5) After operating hand-operated or power switches, employees must examine the switch points and know that they fit the rail properly, and if so equipped, that switch target corresponds with the switch's position. Where derrails are in service, employees must observe that they are in the proper position before and after operation.

Operating Rules, pages 67, 70, and 96, changed

(k) OPERATING RULES

Paragraph (b), item 5, of Rule 21-K(5) changed in its entirety as follows:

The third rail must be tested and confirmed to be de-energized by a qualified person. The addressee must read or show a copy of the MP-261 to the qualified person, who will then conduct the test and provide the addressee with the territory tested and the time. The addressee will enter this information on Line 3 of the MP-261, and have the qualified person sign the form or provide his name and employee number.

Reference to **Class A Power Department employee** in Line 3 of Form MP-261 changed to **Qualified Person**.

Operating Rules, pages 106 and 108, changed.

(l) ON-BOARD SERVICE MANUAL

MTA Metro-North On-Board Service Manual, dated February 5, 2006, in effect. References to Train Service Manual, deleted.

(m) OPERATING RULES

REVISED PAGES

Employees must replace pages 1, 2, 11, 12, 15, 16, 31, 32, 67, 68, 69, 70, 71, 72, 95, 96, 97, 98, 105, 106, 107, 108, 109, 110, 111 and 112 in the Operating Rules with accompanying revised pages.

G. F. WALKER
Vice President – Operations



New York, New York

March 14, 2006

GENERAL ORDER No. 402

Effective: 0400 Hours, Sunday, April 2, 2006

(a) TIMETABLE

The schedule section of the Timetable is revised. Employees must secure folders 1-N, 1-S, 2-N, 2-S, 3-E, 3-W, 4, 5, and 6.

G. F. WALKER
Vice President – Operations



| |
|--|
| |
|--|

New York, New York

September 8, 2006

GENERAL ORDER No. 403

Effective: 0400 Hours, Sunday, October 1, 2006

(a) TIMETABLE

The schedule section of the Timetable is revised. Employees must secure folders 1-N, 1-S, 2-N, 2-S, 3-E, 3-W, 4, 5, and 6.

(b) OPERATING RULES

Rule 12-K changed as follows:

12-K HAND-OPERATED SWITCHES

Hand-operated switches in MBS territory may not be operated without permission of the RTC. The RTC must enter on the Record of Train Movement the name and craft of the qualified employee requesting permission, location of switch, time permission was granted, and time switch was reported to be locked in normal position. The time that switch is locked in normal position must be reported to the RTC as soon as practicable, before train reports clear of block that switch is located in. If main track was removed from service, report must be made to the RTC before Form M, line 3, is cancelled.

Additionally, in the case of a train, the crew member using the switch must communicate to the engineer the position of the switch when first operated, and, after its final use, that switch is lined and locked in normal position. Such communications shall be acknowledged by the engineer.

Operating Rules, page 70, changed.

(c) OPERATING RULES

New rules "7-P" and "7-Q" added as follows:

7-P BRAKES ON CARS LEFT STANDING

A sufficient number of hand brakes must be applied on cars left standing to insure they will not move. When necessary, car wheels must be blocked.

7-Q UNATTENDED ENGINE

An engine must not be left unattended unless:

- the air and hand brakes are applied, and,
- the reverser lever is removed from all control stands on all units of the engine; if reverser lever is not removable, it must be locked in the neutral position, and,
- the controls, switches, and circuit breakers are positioned so that traction power cannot be developed.

Operating Rules, page 45, changed.

(d) OPERATING RULES

Rule C, item 1c, changed as follows:

- c. Protect all Company property. Company-issued manuals, keys, access cards, and security codes entrusted to employees remain Company property, and must be secured at all times and not given or divulged to persons not qualified or authorized to use them.

The loss or theft of such items must be immediately reported to employee's supervisor and prescribed form completed.

Operating Rules, page 5, changed.

**(e) QUALIFICATIONS, RESPONSIBILITIES, AND DUTIES
TRAIN SERVICE EMPLOYEES**

Train service employees who are not qualified conductors may perform duties specified in Rule 1-G(5), parts (d), (e), and (f), only under the direct personal supervision of the Conductor. When reporting for duty, the Conductor must ascertain which members of the crew, if any, are not qualified conductors.

The Conductor is personally responsible for the performance of all train service employees assigned to him.

Special Instruction SI 1-C, page 74, added.

**(f) HUDSON LINE
UPPER LEVEL**

Interlocking signal 40N raised two feet at same location.

**(g) HUDSON LINE
CP 19 – HASTINGS-ON-HUDSON**

Trailing point hand operated electric lock switch with associated independent electric lock derail for southward movement in No. 4 track, located at MP 18.8, in service.

**(h) HUDSON LINE
HARMON YARD**

No. 90 track and associated hand operated switches and third rail removed from service.

Special Instruction HUD 47-B, page 20, changed.

**(i) HIGHWAY GRADE CROSSINGS
HUDSON LINE**

Highway crossing gates and flashers installed at Pirate Canoe crossing, MP 71.0, in service. Operating limits are between MP 70.1 and MP 71.8.

Special Instruction HUD 44, page 18, changed.

(j) HARLEM LINE

MOUNT KISCO – BEDFORD HILLS

Facing point hand operated switches located at MP 37.0, for northward movement from No. 1 and No. 2 tracks to Mount Kisco Middle track, removed from service.

Facing point hand operated switch located at MP 37.3, for southward movement from No. 1 track to Mount Kisco Middle track, removed from service.

Mount Kisco Middle track removed from service.

Special Instruction HAR 43-A, page 32, changed.

(k) NEW HAVEN LINE

PELHAM – CP 216

Interlocking designated CP 215, located at MP 15.4, in service.

Interlocking signals governing eastward movements on No. 4, No. 2, No. 1, and No. 3 tracks located 1390 feet east of MP 15.0, in service.

Interlocking signals governing westward movements on No. 4, No. 2, No. 1, and No. 3 tracks located 3320 feet east of MP 15.0, in service.

Signals capable of displaying "Proceed Cab" (Rule 11-B(1)),

"Stop Signal" (Rule 11-B(3)), and "Absolute Block Signal" (Rule 11-B(2)).

Facing point interlocked crossover for eastward movements from No. 4 to No. 2 track located 1488 feet east of MP 15.0, in service.

Facing point interlocked crossover for eastward movements from No. 3 to No. 1 track located 1538 feet east of MP 15.0, in service.

Facing point interlocked crossover for eastward movements from No. 2 to No. 1 track located 1949 feet east of MP 15.0, in service.

Facing point interlocked crossover for eastward movements from No. 1 to No. 3 track located 2833 feet east of MP 15.0, in service.

Special Instruction NHV 40, page 39, changed.

(l) NEW HAVEN LINE

CP 240

Interlocking signal governing westward movements on No. 1 track raised 10 feet above ground level at same location.

(m) NEW HAVEN LINE

GREEN'S FARMS – SOUTHPORT

Interlocking designated CP 248, located at MP 48.6, in service.

Interlocking signals governing eastward movements on No. 4, No. 2, No. 1, and No. 3 tracks located 575 feet east of MP 48.0, in service.

Interlocking signals governing westward movements on No. 4, No. 2, and No. 1 tracks located 4295 feet east of MP 48.0, in service.

Interlocking signal governing westward movements on No. 3 track located 4150 feet east of MP 48.0, in service.

Signals capable of displaying "Proceed Cab" (Rule 11-B(1)),

"Stop Signal" (Rule 11-B(3)), and "Absolute Block Signal" (Rule 11-B(2)).

Special Instruction NHV 40, page 40, changed.

(n) NEW HAVEN LINE

MILFORD – CP 271

MAS on yard track No. 5 ("Industrial 5") between MP 64.8 and CP 271 is

Restricted Speed not exceeding 10 MPH.

Special Instruction NHV 47-F, page 51, added.

(o) NEW CANAAN BRANCH

NEW CANAAN

NORMAL POSITION OF YARD SWITCHES

Facing point hand operated switch for eastward movements from middle track to bulk track is to be lined for middle track.

Special Instruction NCN 47, page 56, changed.

(p) DANBURY BRANCH

DAN – DIVISION POST/HOUSATONIC RR

Milepost for Danbury changed to MP 23.3.

Milepost for Canal changed to MP 23.5.

Milepost for Danbury Station crossing changed to MP 23.4.

Milepost for Danbury Museum pedestrian crosswalk changed to MP 23.5.

Special Instructions DAN 40, page 57, DAN 42-C, page 59, DAN 44, page 60, and DAN 47-A, page 61, changed.

(q) DANBURY BRANCH

HAND OPERATED SWITCHES

Special Instruction DAN 48-B, page 62, withdrawn.

(r) OPERATING RULES

REVISED PAGES

Employees must replace pages 5, 6, 45, 46, 69, and 70 in the Operating Rules with accompanying revised pages.

(s) TIMETABLE

REVISED PAGES

Employees must replace pages 17, 18, 19, 20, 31, 32, 39, 40, 51, 52, 55, 56, 57, 58, 59, 60, 61, 62, 73, 74, 75, and 76 in Timetable No. 4 with accompanying revised pages.

G. F. WALKER
Vice President – Operations

New York, New York

March 12, 2007

GENERAL ORDER No. 404

Effective: 0400 Hours, Sunday, April 1, 2007

(a) TIMETABLE

The schedule section of the Timetable is revised. Employees must secure folders 1-N, 1-S, 2-N, 2-S, 3-E, 3-W, 4, 5, and 6.

(b) OPERATING RULES

Rule 4-E(5) c. changed as follows:

| | | |
|----|---------|---|
| c. | _ _ 0 _ | <p>1. Approaching a public highway grade crossing. Engine horn must begin to be sounded at a point ¼ mile before crossing, except if speed of train does not exceed 60 MPH, and/or stop is to be made before reaching crossing, horn must begin to be sounded no less than 15 but no more than 20 seconds before entering crossing. When stop made is in close proximity to crossing, horn may begin to be sounded less than 15 seconds before entering crossing provided crossing is not obstructed and,</p> <ul style="list-style-type: none"> - crossing is equipped with gates and flashers and gates are fully lowered, or, - there is no conflicting highway traffic approaching the crossing. <p>Prolong or repeat signal until engine occupies the crossing, or, in the case of multiple crossings, until engine occupies the last crossing.</p> <p>2. Approaching roadway workers on or near the tracks.</p> |
|----|---------|---|

Operating Rules, page 32, changed.

(c) OPERATING RULES

Rule 21-G changed as follows:

21-G Trains and track cars on out-of-service tracks must proceed at Restricted Speed; they must Stop and Warn at crossings equipped with automatic warning devices as prescribed by Rule 18-D.

Operating Rules, page 102, changed.

(d) OPERATING RULES

New rule "7-R" added as follows:

7-R OPERATION THROUGH WATER

Engines and cars must not be operated through water, except when authorized by the Rail Traffic Controller. In such a case, the movement must not exceed 2 MPH, and water depth as measured from the top of the rail must not exceed the following:

1. MUs and Electric Engines other than class AEM-7: 2 inches.
2. Diesel Engines: 3 inches.
3. Electric Engines class AEM-7 and cars other than MUs: 6 inches.

Operating Rules, page 45, changed.

(e) SPECIFICATIONS AND RESTRICTIONS –

METRO-NORTH AND CDOT-OWNED EQUIPMENT USED IN MNR SERVICE

CDOT units added as follows:

| Unit numbers | Type | Notes & Rest. | Model | Max. Auth. Speed (MPH) |
|---------------------|-------------|--------------------------|--------------|-------------------------------|
| CDOT 1701-1719 | Cab | 2 | VRE | 90 |
| CDOT 1730 -1774 | Coach | 2 | VRE | 90 |

Special Instruction SI 17-D(1), page 86, changed.

**(f) HUDSON LINE
UPPER LEVEL**

Interlocking signal IS1, governing southward movements on track I, relocated four feet north of present location.

Interlocking signal IN, governing northward movements on track I, relocated four feet north of present location and lowered five feet to ground.

**(g) HUDSON LINE
CP 25**

The following interlocking appliances removed from service:

- Facing point switch for southward movements from No. 4 to No. 6 track.
- Facing point crossover for southward movements from No. 6 to No. 2 track.
- Facing point crossover for southward movements from No. 2 to No. 6 track.
- Facing point crossover for southward movements from No. 6 to No. 4 track.
- No. 6 track within the limits of CP 25 removed from service except for southerly 61 feet.

(h) HUDSON LINE**CP 25**

Facing point interlocked crossover for southward movements from No. 4 to No. 2 track located 4788 feet north of MP 24.0 in service.

Facing point interlocked crossover for southward movements from No. 2 to No. 4 track located 3357 feet north of MP 24.0 in service.

Facing point interlocked switch for southward movements from No. 2 to No. 6 track located 3462 feet north of MP 24.0 in service.

(i) HIGHWAY GRADE CROSSINGS**HARLEM LINE**

Oniontown Rd. highway grade crossing (MP 75.6), and associated automatic warning devices, removed from service.

Special Instruction HAR 44, page 33, changed.

(j) NEW HAVEN LINE**PASSENGER TRAIN SPEED RESTRICTIONS**

Speed restriction of 30 MPH on No. 4 track between MP 16.5 and MP 16.6, added.

Speed restriction of 45 MPH on No. 4 track between MP 16.6 and MP 16.9, added.

Special Instruction NHV 41-A, page 41, changed.

(k) NEW HAVEN LINE**FREIGHT TRAIN SPEED RESTRICTIONS****HAULED BY METRO-NORTH ENGINES 101-106, 543, AND 750**

Speed restriction of 25 MPH on No. 4 track between MP 16.5 and MP 16.9, added.

Special Instruction NHV 41-B, page 43, changed.

(l) NEW HAVEN LINE**CP 216**

Facing point interlocked switch for eastward movements from No. 4 to No. 8 track removed from service.

Interlocking signal governing westward movements on No. 8 track removed from service.

(m) NEW HAVEN LINE**CP 216 – CP 217**

No. 4 track relocated 31 feet south between a point 1102 feet west of MP 17.0 and a point 2807 feet west of MP 17.0.

Interlocking signal governing westward movements on No. 4 track at CP 216 relocated 200 feet west of present location.

(n) NEW HAVEN LINE

CP 217

Interlocking signals governing eastward movements on No. 3, No. 1, No. 2, and No. 4 tracks relocated 494 feet east of their present location.

Facing point interlocked crossover for eastward movements from No. 3 to No. 1 track relocated 475 feet east of present location.

Facing point interlocked crossover for eastward movements from No. 1 to No. 2 track relocated 662 feet east of present location.

(o) NEW HAVEN LINE

CP 244

Interlocking signals governing eastward and westward movements on No. 4, No. 2, No. 1, and No. 3 tracks at CP 244 lowered from catenary to ground at same locations.

(p) NEW HAVEN LINE

CP 257

Interlocking signals governing eastward and westward movements on No. 4, No. 2, No. 1, and No. 3 tracks at CP 257 lowered from catenary to ground at same locations.

(q) NEW HAVEN LINE

NEW HAVEN YARD

The following tracks in New Haven yard redesignated as indicated:

| <u>Existing Track No.</u> | <u>Redesignated</u> |
|---------------------------|---------------------|
| 43 | 39 |
| 40 | 57 |
| 42 | 56 |
| 44 | 55 |
| 46 | 54 |
| 48 | 44 |

Yard track Nos. 54, 55, 56, and 57 are equipped for AC electrical operation.

Yard track No. 44 is not equipped for AC electrical operation.

Yard track No. 41 is equipped for AC electrical operation.

Newly constructed yard tracks, numbered north to south, 43 and 42, located between No. 44 and No. 41 tracks, in service. Both east and west ends of No.43 and 42 tracks connected to No.41 track by hand operated switches. No. 43 and 42 tracks are designated mechanical tracks, use of which requires permission from Mechanical Foreman (telephone extension 2811 or radio channel 1); tracks are equipped for AC electrical operation except for 881 feet through Running Repair shop building. Motor Stop signs in service on No. 43 and 42 tracks.

Special Instruction NHV 47-E, page 50, changed.

(r) NEW CANAAN BRANCH
SPRINGDALE – TALMADGE HILL

Facing point hand operated switch for westward movements in main track, located at MP 3.6 ("Hatch and Bailey"), out of service to be removed.

(s) NEW CANAAN BRANCH
SPRINGDALE

Milepost for Springdale changed to MP 3.5.

Special Instruction NCN 40, page 54, changed.

(t) TRAIN OPERATION
REDUCED WHEEL-RAIL ADHESION

Special Instruction SI 7-B changed as follows:

SI 7-B REDUCED WHEEL-RAIL ADHESION

When a reduced wheel-rail adhesion condition exists that affects train operation, engineers must immediately inform the RTC. This report must include the location of occurrence, whether the condition affects train powering or braking, if the condition was caused by a cab signal change to a more restrictive indication, and whether a penalty or emergency brake application was initiated due to the condition.

When notified by the RTC or indicated in the DTOBO that **Reduced Wheel-Rail Adhesion Instructions (SI 7-B)** are in effect, trains consisting of M series cars must proceed in accordance with the instructions for the level indicated.

Level 1- If exceeding 60 MPH approaching a Code Change Indicator sign [**Rule 11-G(6)**], reduce speed to **60 MPH** prior to reaching such sign. MAS may be resumed once the entire train has passed the Code Change Indicator sign.

Engineer must activate snow brake in accordance with Instruction 125 of the Equipment Operating Instructions (MN-401).

Level 2- In addition to Level 1 restrictions, where cab signal indication or Timetable maximum authorized speed table permits a speed greater than 40 MPH, proceed at a speed 5 MPH lower than such speed.

Level 3- Proceed not exceeding 50 MPH. Snow brake must be off. If Limited Cab is displayed, proceed not exceeding 35 MPH. On trains consisting of M7 cars, if cab signal changes to a more restrictive aspect, master controller must immediately be placed in the MAX BRAKE position if train speed is greater than cab signal permits.

Locations of Code Change Indicator signs are found in Special Instructions **HUD 48-B**, **HAR 48-B**, and **NHV 48-A**.

Special Instruction SI 7-B, page 76, changed.

(u) TIMETABLE

METRO-NORTH RAILROAD OFFICIALS

List of railroad officials revised.

Special Instruction SI Appendix 2, pages 91 and 92, changed.

**(v) OPERATING RULES
REVISED PAGES**

Employees must replace pages 31, 32, 43, 44, 45, 46, 101, and 102 in the Operating Rules with accompanying revised pages.

**(w) TIMETABLE
REVISED PAGES**

Employees must replace pages 33, 34, 41, 42, 43, 44, 49, 50, 53, 54, 75, 76, 77, 78, 85, 86, 91, and 92 in Timetable No. 4 with accompanying revised pages.

(x) TRACK CHART

Pages TC 1 through TC 35 revised. Revised pages accompany this General Order.

G. F. WALKER
Senior Vice President – Operations

New York, New York

May 11, 2007

GENERAL ORDER No. 405

Effective: 0400 Hours, Monday, June 11, 2007

(a) TIMETABLE

The schedule section of the Timetable, folders 1-N, 1-S, 2-N, 2-S, 3-E, 3-W, 4, 5, and 6, revised.

(b) OPERATING RULES

Rule 5-G(4) changed as follows:

5-G(4) When telephones are used to give instructions regarding movement of trains and track cars, or to transmit safety-sensitive information, the receiving employee must repeat the instructions or information to the transmitting employee, who will verify the accuracy of the transmission. Except in an emergency, telephone transmissions that are incomplete, inaudible, unclear, or not understood, must not be acted upon.

Operating Rules, page 37, changed.

**(c) HUDSON LINE
LOWER LEVEL**

Facing point interlocked switch for southward movements from No. 125 to No. 123 track changed to non-interlocked hand operated switch.

Interlocking signal 123N, governing northward movements on No. 123 track, removed from service.

Interlocking signal 125N, governing northward movements on No. 125 track, relocated 250 feet north of present location.

No. 121 track removed from service between south end of track and a point 730 feet south of interlocking signal 121N. Stop Sign relocated.

No. 120 track removed from service between south end of track and a point 730 feet south of interlocking signal 120N. Stop Sign relocated.

No. 119 track removed from service between south end of track and a point 730 feet south of interlocking signal 119N. Stop Sign relocated.

No. 118 track removed from service between south end of track and a point 730 feet south of interlocking signal 118N. Stop Sign relocated.

(d) HARLEM LINE

CHAPPAQUA – MOUNT KISCO

Interlocking designated CP 136, located at MP 36.3, in service.

Interlocking signals governing northward movements on No. 2 and No. 1 tracks located 1446 feet north of MP 36.0, in service.

Interlocking signals governing southward movements on No. 2 and No. 1 tracks located 2384 feet north of MP 36.0, in service.

Signals capable of displaying "Proceed Cab" (Rule 11-B(1)),

"Stop Signal" (Rule 11-B(3)), and "Absolute Block Signal" (Rule 11-B(2)).

Facing point interlocked crossover for northward movements from No. 1 to No. 2 track located 1496 feet north of MP 36.0, in service.

Facing point interlocked crossover for northward movements from No. 2 to No. 1 track located 1944 feet north of MP 36.0, in service.

Special Instruction HAR 40, page 26, changed.

(e) HARLEM LINE

MOUNT KISCO – BEDFORD HILLS

Interlocking designated CP 137, located at MP 36.8, in service.

Interlocking signal governing northward movements on No. 1 track located 4285 feet north of MP 36.0, in service.

Interlocking signals governing southward movements on No. 1 and No. 3 tracks located 4604 feet north of MP 36.0, in service.

Signals capable of displaying "Proceed Cab" (Rule 11-B(1)), "Stop Signal" (Rule 11-B(3)), and "Absolute Block Signal" (Rule 11-B(2)).

Facing point interlocked switch for northward movements from No. 1 to No. 3 track located 4337 feet north of MP 36.0, in service.

No. 3 track, adjacent to, and east of No. 1 track, extending from CP 137 to a point 2200 feet north thereof (MP 37.3), and equipped with energized third rail, in service.

IR and CSS rules in effect; MAS on No. 3 track between CP 137 and MP 37.3 is 30 MPH for passenger and 10 MPH for freight.

Trailing point hand operated electric lock switch and associated independent electric lock derail, for northward movements in No. 3 track, located 124 feet north of MP 37.0, in service.

Special Instructions HAR 40, page 26, HAR 41, pages 28, 29, and 30, and HAR 43-A, page 32, changed.

(f) HARLEM LINE

MOUNT KISCO – BEDFORD HILLS

The independent derail associated with hand operated switch in No. 2 track at MP 36.9, is equipped with electric lock.

(g) NEW HAVEN LINE

CP 216 – CP 217

No. 8 track between CP 216 and a point 1200 feet east thereof removed from service.

(h) NEW HAVEN LINE

CP 216 – CP 217

No. 2 track relocated 12 feet south between a point 1102 feet west of MP 17.0 and a point 2807 feet west of MP 17.0.

(i) NEW HAVEN LINE

CP 217

Facing point interlocked crossover for eastward movements from No. 4 to No. 2 track located 4345 feet east of MP 16.0, in service.

(j) OPERATION UNDER INTERLOCKING RULES

At the following interlockings where split point derails are in service, before a train is given permission to pass a Stop Signal, an employee qualified on the Operating Rules and physical characteristics must be stationed on the lead unit with the engineer to confirm instructions from the RTC and to observe conditions ahead. The name and craft of the employee must be recorded by the RTC on the Record Of Train Movement.

Interlockings: CP 152, CP 155, CP 230, CP 241, CP 244, CP 256, and CP 261

Special Instruction SI 13-A, page 82, added.

(k) OPERATING RULES

REVISED PAGES

Employees must replace pages 37 and 38 in the Operating Rules with accompanying revised pages.

(l) TIMETABLE

REVISED PAGES

Employees must replace pages 25, 26, 27, 28, 29, 30, 31, 32, 81, and 82 In Timetable No. 4 with accompanying revised pages.

(m) TRACK CHART

Pages TC 1 through TC 35 revised. Revised pages accompany this General Order.

G. F. WALKER
Senior Vice President – Operations



New York, New York

September 13, 2007

GENERAL ORDER No. 406

Effective: 0400 Hours, Sunday, October 7, 2007

(a) TIMETABLE

The schedule section of the Timetable, folders 1-N, 1-S, 2-N, 2-S, 3-E, 3-W, 4, 5, and 6, revised.

(b) OPERATING RULES

Rule 12-K changed as follows:

12-K HAND-OPERATED SWITCHES

Hand-operated switches in MBS territory may not be operated without permission of the RTC. The RTC must enter on the Record of Train Movement the name and craft of the qualified employee requesting permission to operate switch, name and location of switch, time permission was granted, and time switch was reported to be locked in normal position. This record must be made immediately when permission is granted, and upon notification that switch is locked normal. The same employee who was granted permission to operate the switch must lock it in normal position and report such to the RTC as soon as practicable, before departing the location of the switch. If main track was removed from service, report must be made to the RTC before Form M, line 3, is cancelled.

When granting permission to operate switch, and when reporting that switch is locked in normal position, the time, and name and location of switch, must be stated and confirmed between the qualified employee and the RTC.

Additionally, in the case of a train, the crew member using the switch must communicate to the engineer the position of the switch when first operated, and, after its final use, that switch is lined and locked in normal position. Such communications shall be acknowledged by the engineer.

Operating Rules, page 70, changed.

(c) OPERATING RULES

Rule 14-J(3) withdrawn.

Rules 14-J(1) and 14-J(2) changed as follows:

14-J(1) In CTC territory, except when operating with Form M Line 2 authority, or as provided by Rule 14-J(2), trains must have permission of the RTC in order to make a reverse movement. Before permission is given, the RTC must determine that the track to be used is clear of opposing movements.

- If there are no following trains in the same controlled block, blocking

device protection must be afforded at the interlocking where opposing movements can be held.

- If there are one or more following trains in the same controlled block, the RTC will instruct the train immediately following to stop, and will not issue permission for the reverse movement until the engineer of the following train confirms that his train is stopped and provides the RTC with his location.

14-J(2) A passenger train may make a reverse movement at a passenger station without permission of the RTC provided that:

- before making reverse movement train is stopped with at least a portion of the train adjacent to the platform,
- the leading end of intended reverse movement is not, and will not be, beyond the limits of the platform,
- movement is made at Restricted Speed not exceeding 5 MPH, and,
- if engineer is not on leading end of intended reverse movement, the qualified employee directing the movement must provide to the engineer his craft and name, and confirmation that he is on the leading end, before train moves.

Operating Rules, page 78, changed.

(d) HUDSON LINE

GCT – CP 3

Except in event of emergency, or as otherwise directed by the RTC, a crew member qualified on the physical characteristics must occupy the rear car of a passenger train while it is between GCT and MP 2.8 (northern limit of Park Avenue Tunnel).

Special Instruction GCT 48-K, page 12, added.

(e) EQUIPMENT RESTRICTIONS

HUDSON LINE

CLEARANCES

Between CP 35 and CP 39, maximum height permitted on No. 4 track is 18 feet, 2 inches, and on No. 2 track, 18 feet, 8 inches.

Between CP 39 and CP 48, maximum height permitted on No. 1 track is 18 feet, 0 inches.

Special Instruction HUD 42-A, page 17, changed.

(f) DETECTORS

HUDSON LINE

Hot journal, dragging equipment, and third rail detectors at Manitou (MP 46.0) relocated to CP 48 (MP 48.3). Reference to "Manitou" in Special Instruction HUD 48-C changed to "CP 48".

Hot journal and dragging equipment detectors at Trap Rock (MP 67.0) removed from service.

Special Instructions HUD 40, page 4, and HUD 48-C, page 22, changed.

(g) HUDSON LINE

MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS

Maximum authorized speed for passenger trains is changed as follows:

Between

| | | |
|-------------------|----------------|--------|
| MP 34.7 – MP 36.7 | Tracks 2 and 1 | 75 MPH |
| MP 38.4 – MP 40.3 | Tracks 2 and 1 | 75 MPH |
| MP 62.5 – MP 64.3 | Tracks 2 and 1 | 85 MPH |

Special Instruction HUD 41-A, page 13, changed.

(h) HUDSON LINE

**FREIGHT TRAIN SPEED RESTRICTIONS
HAULED BY OTHER ENGINES**

Speed restriction of 15 MPH on No. 2 and No. 1 tracks between MP 46.0 and MP 48.2 for northward trains, withdrawn.

Special Instruction HUD 41-C, page 15, changed.

(i) HARLEM LINE

MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS

Maximum authorized speed for passenger trains is changed as follows:

Between

| | | |
|-------------------|-----------------------|--------|
| MP 6.6 – MP 8.8 | Tracks 4, 2, 1, and 3 | 75 MPH |
| MP 10.5 – MP 11.5 | Tracks 4, 2, 1, and 3 | 75 MPH |
| MP 32.4 – MP 36.2 | Tracks 2 and 1 | 70 MPH |

Special Instruction HAR 41-A, page 27, changed.

(j) HARLEM LINE

PASSENGER TRAIN SPEED RESTRICTIONS

Speed restriction of 50 MPH on No. 2 and No. 1 tracks between MP 51.0 and MP 51.8, withdrawn.

Speed restrictions added as follows:

| LOCATION | Between | | Speed Restrictions (MPH) | |
|----------------------------------|---------|------|--------------------------|-----------|
| | MP | MP | Trk 2 | Trk 1 |
| Croton Falls-Brewster | 51.0 | 51.5 | 50 | 50 |
| Brewster – Southward Trains only | 51.5 | 51.8 | 50 | 50 |
| Brewster – Northward Trains only | 51.5 | 51.8 | 40 | 40 |

Special Instruction HAR 41-A, page 28, changed.

(k) HIGHWAY GRADE CROSSINGS

HARLEM LINE

CP 170 – DOVER PLAINS

Engine horn signal Rule 4-E(5)(c) will be sounded for Private crossing located at MP 74.4.

Special Instruction HAR 44, page 33, changed.

(l) NEW HAVEN LINE

CP 216

No. 3 and No. 1 tracks relocated 6 feet north between a point 792 feet east of MP 16.0 and a point 1954 feet east of MP 16.0.

(m) NEW HAVEN LINE

MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS

Maximum authorized speed for passenger trains is changed as follows:

Between

MP 22.5 – MP 23.6 Tracks 3, 1, 2, and 4 70 MPH

MP 23.6 – MP 23.8 Tracks 1, 2, and 4 70 MPH

Special Instruction NHV 41-A, page 41, changed.

(n) NEW HAVEN LINE

PASSENGER TRAIN SPEED RESTRICTIONS

Speed restriction of 30 MPH on No. 2 track between MP 16.5 and MP 16.7, added.

Special Instruction NHV 41-A, page 41, changed.

(o) NEW HAVEN LINE

FREIGHT TRAIN SPEED RESTRICTIONS

HAULED BY METRO-NORTH ENGINES 101-106, 543, AND 750

Speed restriction of 25 MPH on No. 2 track between MP 16.5 and MP 16.9, added.

Special Instruction NHV 41-B, page 43, changed.

(p) EQUIPMENT RESTRICTIONS

NEW HAVEN LINE

CLEARANCES

Maximum height permitted on No. 5, No. 1, No. 2, and No. 4 tracks between CP 261 and Div. Post is 15 feet 4 inches for open top cars, and 15 feet 6 inches for closed top cars.

Special Instruction NHV 42-A, page 46, changed.

(q) OPERATING RULES

REVISED PAGES

Employees must replace pages 69, 70, 77, and 78 in the Operating Rules with accompanying revised pages.

(r) TIMETABLE

REVISED PAGES

Employees must replace pages 3, 4, 11 through 18, 21, 22, 27, 28, 33, 34, and 41 through 46, in Timetable No. 4 with accompanying revised pages.

G. F. WALKER
Senior Vice President – Operations

New York, New York

March 1, 2008

GENERAL ORDER No. 407

Effective: 0400 Hours, Sunday, April 6, 2008

(a) TIMETABLE

The schedule section of the Timetable, folders 1-N, 1-S, 2-N, 2-S, 3-E, 3-W, 4, 5, and 6, revised.

(b) OPERATING RULES

Rule 23-G changed as follows:

23-G Form M Line 1 or Line 2 will be the authority for movement of track cars in CTC or MBS territory. A movement consisting of multiple track cars operating under the same Form M Line 1 or Line 2 authority is permitted only when track car group is under the direct supervision of the employee addressed on the Form M.

The addressee may permit a track car to enter or clear the limits specified on the Form M enroute, provided that the RTC authorizes it, and only if employee addressed personally observes the track car entering or clearing the track.

Operating Rules, page 115, changed.

(c) OPERATING RULES

Rule 23-R(6) added as follows:

23-R(6) When operating under a Form M Line 1 or Line 2 authority, a track car in a multiple track car movement, other than the lead unit, must regulate its speed to permit stopping short of track car ahead.

Operating Rules, page 118, changed.

**(d) METRO-NORTH RAILROAD
COMMUNICATIONS DEVICES**

When available and operative, radio must be used for communications involving:

- granting of foul time
- permission to pass a Stop Signal or Working Limits Stop Sign
- permission from the RTC to make a reverse movement
- permission to use a hand operated switch in MBS territory and reporting it locked normal
- an addition to Form M, line 11 (block(s) clear) in MBS territory

Special Instruction SI 5-B, page 75, added.

(e) TRAIN OPERATION

REDUCED WHEEL-RAIL ADHESION

Special Instruction SI 7-B, Level 1, Level 2, and Level 3, changed as follows:

Level 1-If exceeding 60 MPH approaching a Code Change Indicator sign [Rule 11-G(6)], reduce speed to **60 MPH** prior to reaching such sign. MAS may be resumed once the entire train has passed the Code Change Indicator sign. When approaching a passenger station where a stop is to be made, reduce to Medium Speed prior to entering station. Snow brake must not be activated.

Level 2-In addition to Level 1 restrictions, where cab signal indication or Timetable maximum authorized speed table permits a speed greater than 40 MPH, proceed at a speed 5 MPH lower than such speed. In order to minimize wheel spin when resuming movement after a stop, MIN PWR position on master controller of train consisting of M 7 cars must not be exceeded until speed is greater than 10 MPH; P1 must not be exceeded on trains consisting of other M series cars until speed is greater than 10 MPH.

Level 3-Proceed not exceeding 45 MPH. Snow brake must be off. If Limited Cab is displayed, proceed not exceeding 35 MPH. In order to minimize wheel spin when resuming movement after a stop, MIN PWR position on master controller of train consisting of M 7 cars must not be exceeded until speed is greater than 10 MPH; P1 must not be exceeded on trains consisting of other M series cars until speed is greater than 10 MPH.

Special Instruction SI 7-B, page 76, changed.

**(f) METRO-NORTH RAILROAD
TRAIN OPERATION**

Before crew member goes under, or between exterior of, cars or locomotives, he must obtain assurance that equipment will not move by requesting three point protection, and receive confirmation that the engineer has provided such. Providing three point protection means that the engineer has:

- applied the brakes,
- placed the reverser in the neutral position, or the controller in the off position,
- opened the generator field and/or control switch, if so equipped.

Three point protection must be maintained until the engineer is notified by the crew member who requested protection that it is no longer needed.

Special Instruction SI 7-E, page 78, added.

**(g) EQUIPMENT RESTRICTIONS
HUDSON LINE**

Diesel engines (except unit nos. 404, 405, and NYCT 064) operating multiple light, or multiple with train, are prohibited on track 19, Upper Level.

Bombardier cars are prohibited from operating on track 19, Upper Level.

Special Instructions GCT 42-B and GCT 42-C, page 7, changed.

(h) EQUIPMENT RESTRICTIONS

HUDSON LINE

Item 2 of Special Instruction GCT 42-B, referring to engine 750 being prohibited from operating on tracks 3 and 4 between CP 1 and CP 3, withdrawn.

Special Instruction GCT 42-B, page 7, changed.

**(i) SPECIFICATIONS AND RESTRICTIONS –
METRO-NORTH AND CDOT-OWNED EQUIPMENT USED IN
MNR SERVICE**

Maximum Authorized Speed for CDOT cab cars, unit nos. 1701 – 1719, changed to 79 MPH.

Special Instruction SI 17-D(1), page 86, changed.

**(j) HUDSON LINE
CP 6 – HIGHBRIDGE YARD**

Interlocking signal governing southward movements on No. 6 track at CP 6 relocated five feet west of present location.

No. 6 track between interlocked switch in No. 4 track and a point 1900 feet north thereof, relocated 25 feet west.

**(k) HUDSON LINE
UNIVERSITY HEIGHTS – BN**

Trailing point hand operated switch for southward movements in No. 4 track, located at MP 8.9 (Butler Lumber), out of service to be removed.

**(l) HARLEM LINE
BREWSTER YARD**

House (Fuel) track redesignated track 38.

Yard Pit track redesignated track 40.

Yard Lift track redesignated track 42.

Special Instruction HAR 47-D, page 36, changed.

(m) HARLEM LINE

HAWTHORNE – PLEASANTVILLE

Interlocking designated CP 130, located at MP 30.2, in service.

Interlocking signals governing northward movements on No. 2 and No. 1 tracks located 736 feet north of MP 30.0, in service.

Interlocking signals governing southward movements on No. 2 and No. 1 tracks located 1738 feet north of MP 30.0, in service.

Signals capable of displaying "Proceed Cab" (Rule 11-B(1)), "Stop Signal" (Rule 11-B(3)), and "Absolute Block Signal" (Rule 11-B(2)).

Facing point interlocked crossover for northward movements from No. 1 to No. 2 track located 837 feet north of MP 30.0, in service.

Facing point interlocked crossover for northward movements from No. 2 to No. 1 track located 1298 feet north of MP 30.0, in service.

Special Instruction HAR 40, page 25, changed.

(n) NEW HAVEN LINE

CP 216

No. 2 track relocated 4 feet north between a point 792 feet east of MP 16.0 and a point 1954 feet east of MP 16.0.

(o) NEW HAVEN LINE

NEW ROCHELLE "NEW" YARD

Yard tracks in New Rochelle "new" yard removed from service.

(p) NEW HAVEN LINE

CP 216

Except for trailing point interlocked switch for eastward movement from Hell Gate line No. 1 track to No. 2 track located 1336 feet east of MP 16.0, all interlocked switches at CP 216 removed from service.

Interlocking signals governing eastward movements on No. 4 and No. 2 tracks at CP 216 relocated east to a point 1099 feet east of MP 16.0.

Interlocking signals governing westward movements on No. 4 and No. 2 tracks at CP 216 relocated west to a point 1650 feet east of MP 16.0.

Interlocking signals governing eastward and westward movements on No. 1 and No. 3 tracks at CP 216 removed from service.

Interlocking signal governing eastward movements on yard track No. 8 at CP 216 removed from service.

NOTE: Interlocking at CP 216 in service on No. 4, No. 2, Hell Gate line No. 2, and Hell Gate line No. 1 tracks only.

(q) NEW HAVEN LINE

CP 240

Interlocking signal governing westward movements on No. 1 track at CP 240 lowered 10 feet to ground at same location.

(r) NEW HAVEN LINE

PASSENGER TRAIN SPEED RESTRICTIONS

Speed restriction of 30 MPH on No. 3 track between MP 16.0 and MP 16.5 changed to 50 MPH.

Special Instruction NHV 41-A, page 41, changed.

(s) EQUIPMENT RESTRICTIONS

HARLEM LINE – CLEARANCES

Maximum height permitted on No. 2 track between CP 119 and CP 121 is 14 feet, 10 inches.

Maximum height permitted on No. 1 track between CP 119 and CP 121 is 15 feet, 0 inches.

Special Instruction HAR 42-A, page 32, changed.

(t) OPERATING RULES

REVISED PAGES

Employees must replace pages 115 through 119 in the Operating Rules with accompanying revised pages.

(u) TIMETABLE

REVISED PAGES

Employees must replace pages 7, 8, 25, 26, 31, 32, 35, 36, 41, 42, 75 through 80, 85, and 86 in Timetable No. 4 with accompanying revised pages.

(v) TRACK CHART

Revised track chart pages accompany this General Order.

G. F. WALKER
Senior Vice President – Operations



New York, New York

September 8, 2008

GENERAL ORDER No. 408

Effective: 0400 Hours, Sunday, October 5, 2008

(a) TIMETABLE

The schedule section of the Timetable, folders 1-N, 1-S, 2-N, 2-S, 3-E, 3-W, 4, 5, and 6, revised.

(b) OPERATING RULES

Rule 19-A(11) withdrawn.

Rules 7-0(1), 19-A, and 19-A(1) through 19-A(10), changed as follows:

7-0(1) Before equipment is operated with the engineer not on the leading end of the movement, a job briefing must be held among crew members specifying who will direct movement, means of communication, distance to be traveled, and other conditions concerning the movement. A crew member qualified on the physical characteristics of the territory must be located on the leading end to observe conditions ahead and communicate with the engineer. Movement must be made at Restricted Speed.

At grade crossings not equipped with automatic warning devices, or equipped only with flashers, crew member must Stop and Warn as prescribed by Rule 18-D.

19-A HAND OPERATED AND POWER SWITCHES AND DERAILS

In the application of Rules 19-A(1) through 19-A(10):

Clearance point means the location near a turnout beyond which it is unsafe for passage on an adjacent track.

Derail means a non-interlocked derail, hand operated or motor powered, which is affixed to the rail in a permanent nature, as opposed to a portable device.

Equipment means railroad cars, engines, or track cars.

Fouling a track means having the end of equipment in such proximity to a connecting track that insufficient clearance exists between tracks, and movement on connecting track would result in collision.

Switch means a hand operated or power switch.

19-A(1) Employees operating or verifying the position of switches and derails must be qualified on their use, and are individually responsible for the position of switches and derails used. Before a train crew leaves the location where a main track switch was operated, all crew members must communicate with each other to confirm that the switch, and derail, if any, are locked in the normal position.

19-A(2) Switches connecting main tracks with sidings or yard tracks are in normal position when lined for movement on the main track. Switches connecting sidings with yard tracks are in normal position when lined for movement on the siding. In all other cases, there is no normal position for

switches unless designated in the Timetable.

Except on designated mechanical tracks, or as otherwise specified in the Timetable, the normal position of a derail is in the derailing position.

When not in use, switches and derails must be in normal position and locked, if so equipped.

If switch is used to clear a main track or siding, switch and derail, if any, must be in normal position, and, if so equipped, locked, before reporting clear.

19-A(3) To operate a switch equipped with electric lock:

1. Remove padlock for electric lock switch in main track; equipment occupying main track must be not less than 10 feet nor more than 70 feet from the switch point;
2. After receiving lock release, operate the switch point for the electric lock switch;
3. Operate derail or switch in yard track.

To restore switch to normal after movement is complete:

1. Restore switch and derail in yard track to normal position.
2. Restore switch in main track to normal position.
3. Replace padlock.

19-A(4) Where main track switch targets are used, the normal position of main track switches will be indicated by a green target; diverging position of main track switches will be indicated by a red target.

19-A(5) After operating switches, employees must examine the switch points and know that they fit the rail properly, and if so equipped, that switch target corresponds with the switch's position. Where derails are in service, employees must observe that they are in the proper position before and after operation.

19-A(6) Switches and derails equipped with locks or hooks must be locked or hooked at all times except when in use. After locking or hooking switch or derail, lock or hook must be tested to ensure switch or derail is secured.

19-A(7) Equipment must not foul a track until it is determined that no other equipment is fouling intended route and that all switches and derails connected with the movement are properly lined. Before making movement over switch or derail it must be secured with lock or hook, if so equipped. After movement has been made, switches and derails must not be operated until equipment has passed the clearance point of the track. If a conflicting movement is seen approaching a switch, track must not be fouled nor switch or derail operated. An employee using a main track switch must be at least 20 feet away from the switch and, if safe, on the side of the track opposite the switch stand while equipment is approaching and passing.

A switch must not be operated while equipment is fouling it, or standing or moving over it, nor shall movement be made over a derail in derailing position.

19-A(8) Both switches of a crossover must be properly lined before equipment starts to make a crossover move, and the movement must be completed before the position of either switch is changed. When not in use, both switches of a crossover must either be lined for straight track or be lined for the crossover.

19-A(9) If switches or derails are found to be defective, or associated locks found to be missing or defective, report must be made to the person in charge of the switch or derail.

19-A(10) Equipment on a siding or yard track must not be left standing at a location where such equipment fouls a track. On tracks where clearance point is indicated, leave equipment beyond the clearance point. If clearance point is not indicated or visible, determine the clearance point by standing outside the rail of adjacent track and extend arm towards the equipment. When unable to touch equipment, leave equipment a sufficient distance beyond that point to ensure equipment is behind the clearance point.

Operating Rules, pages 44, 96, and 97, changed.

(c) OPERATING RULES

Paragraph "c" added to item 2 of Rule C as follows:

- c. Display Company parking permit from rear view mirror of vehicle when parked on Company property.

Operating Rules, page 6, changed.

**(d) SPECIFICATIONS AND RESTRICTIONS –
METRO-NORTH AND CDOT-OWNED EQUIPMENT USED IN
MNR SERVICE**

Special Instruction SI 17-D(1), Notes and Restrictions item 2, changed as follows:

NOTES & RESTRICTIONS

2. VRE cars are prohibited south of CP 1 and on MO Wye Track 5.
Special Instruction SI 17-D(1), page 86, changed.

**(e) SPECIFICATIONS AND RESTRICTIONS - METRO-NORTH, AND
AMTRAK AND CDOT-OWNED UNITS IN MNR SERVICE**

Metro-North and CDOT units added as follows:

| Unit numbers | Notes & Rest. | Model | HP | Fuel (gal) | ATC equipped | Max. Authorized Speed (MPH) | | |
|--------------------|---------------|---------|------|------------|--------------|-----------------------------|----------------|------------|
| | | | | | | Single Light | Multiple Light | With Train |
| 110-115 125-130 | | BL20-GH | 2250 | 2500 | ATC | 45 | 60 | 75 |

Special Instruction SI 17-B(1), page 83, changed.

**(f) TRAIN OPERATION
RESTRICTION REMINDER**

Before reaching a location where a speed restriction issued by the RTC takes effect, or where an unscheduled meet, or a stop and warn order, is in effect, the conductor must remind and confirm with the engineer the details of such. This reminder and confirmation is to be done at a station stop, or at a point one mile before location of restriction, whichever is closer. When feasible, the conductor must be stationed with the engineer in or adjacent to the controlling cab when reminder is given.

Special Instruction SI 7-F, page 78, added.

(g) HUDSON LINE
UPPER LEVEL

Facing point interlocked switch for northward movements from No. 55 to No. 54 tracks, removed from service.

Interlocking signal 54S, governing southward movements on No. 54 track, removed from service.

No. 54 track removed from service.

Interlocking signal 55S, governing southward movements on No. 55 track, relocated 156 feet south of present location.

(h) HUDSON LINE
LOWER LEVEL

Nos. 116, 117, 118, 119, 120, 121, 122, 123, and 125 tracks removed from service.

Ladder U south of interlocking signal US removed from service.

Facing point interlocked crossover for southward movements from ladder U to No. 117 track removed from service.

(i) HUDSON LINE
LOWER LEVEL

Interlocking signal 102N, governing northward movements on No. 102 track, relocated south to a point 830 feet north of MP 0.0.

Interlocking signal 103N, governing northward movements on No. 103 track, relocated south to a point 881 feet north of MP 0.0.

Interlocking signal 136N, governing northward movements on No. 102 track, located 1163 feet north of MP 0.0 and capable of displaying "Terminal Proceed" (Rule 11-C(1)), "Terminal Approach" (Rule 11-C(2)), "Terminal Restricting" (Rule 11-C(3)), and "Stop Signal" (Rule 11-B(3)), in service.

Interlocking signal 136S, governing southward movements on No. 102 track, located 961 feet north of MP 0.0 and capable of displaying "Stop Signal" (Rule 11-B(3)), in service.

That portion of No. 102 track between signal 136N and signal 136S redesignated No. 136 track.

Facing point interlocked crossover for northward movements from No. 102 track to ladder T, located 912 feet north of MP 0.0, in service.

(j) HUDSON LINE
LOWER LEVEL

77 feet of the south end of No. 134 track out of service and removed.

No. 133 track extended 194 feet to the south.

No. 132 track extended 56 feet to the south.

Stop Signs and bumping posts relocated.

Facing point interlocked switch for southward movements from No. 136 track to newly constructed No. 135 track, located 1810 feet north of MP 0.0, in service. No. 135 track, extending between interlocked switch and a point 610 feet south thereof, equipped with energized third rail, with Stop Sign and bumping post installed, in service. Interlocking signal 135N, governing northward movements on No. 135 track, located 1664 feet north of MP 0.0, in service.

Facing point interlocked switch for southward movements from track A to newly constructed No. 138 track, located 2086 feet north of MP 0.0, in service. No. 138 track, extending between interlocked switch and a point 634 feet south thereof, equipped with energized third rail, with Stop Sign and bumping post installed, in service. Interlocking signal 138N, governing northward movements on No. 138 track, located 1963 feet north of MP 0.0, in service.

Facing point interlocked switch for northward movements from ladder N to Newly constructed No. 180 track, located 1943 feet north of MP 0.0, in service. No. 180 track, extending between interlocked switch and a point 440 feet north thereof, equipped with energized third rail, with Stop Sign and bumping post installed, in service. Interlocking signal 180S, governing southward movements on No. 180 track, located 2086 feet north of MP 0.0, in service.

Interlocking signals 135N, 138N, and 180S capable of displaying "Terminal Proceed" (Rule 11-C(1)), "Terminal Approach" (Rule 11-C(2)), "Terminal Restricting" (Rule 11-C(3)), and "Stop Signal" (Rule 11-B(3)).

Interlocking signal 136S, capable of displaying additional aspects "Terminal Approach" (Rule 11-C(2)) and "Terminal Restricting" (Rule 11-C(3)).

Interlocking signal 101N redesignated 130N.

(k) HUDSON LINE

LOWER LEVEL

Nos. 165, 167, 168, and 169 tracks removed from service.

The following facing point interlocked switches for southward movements removed from service: from No. 114 to No. 117 track, from No. 117 to No. 116 track, from No. 116 to No. 165 track, from No. 117 to No. 167 track, from No. 167 to No. 168 track, and from No. 117 to No. 169 track.

The following interlocking signals removed from service: 114S, 114N1, 116N, 117N, 165N, 167N, 168N, 169N, TS1, and TN1.

(l) HUDSON LINE

LOWER LEVEL

Interlocking signal 114N redesignated 160N.

That portion of No. 114 track between interlocked switch connecting to ladder U and a point 784 feet south thereof, redesignated No. 160 track and stub ended. Stop Sign and barricade installed.

Facing point interlocked switch for southward movements from track J to new northerly end of No. 114 track, located 1187 feet north of MP 0.0, in service. Newly installed interlocking signal 114N, governing northward movements on No. 114 track, located 875 feet north of MP 0.0, in service. No. 114 track measures 554 feet in length.

Facing point interlocked switch for southward movements from No. 114 track to No. 113 track, located 1011 feet north of MP 0.0, in service. No. 113 track, extending between interlocked switch and a point 479 feet south thereof, in service.

Interlocking signal 113N, governing northward movements on No. 113 track, located 870 feet north of MP 0.0, in service.

Facing point interlocked switch for northward movements from ladder T to No. 184 track, located 1979 feet north of MP 0.0, in service. No. 184 track, extending between interlocked switch and a point 440 feet north thereof, in service.

Interlocking signal 184S, governing southward movements on No. 184 track, located 2066 feet north of MP 0.0, in service.

Facing point interlocked switch for northward movements from ladder N to No. 182 track, located 1804 feet north of MP 0.0, in service. No. 182 track, extending between interlocked switch and a point 645 feet north thereof, in service.

Interlocking signal 182S, governing southward movements on No. 182 track, located 1885 feet north of MP 0.0, in service.

Facing point interlocked switch for northward movements from ladder N to No. 155 track, located 1979 feet north of MP 0.0, in service. No. 155 track, extending between interlocked switch and a point 516 feet north thereof, in service.

Interlocking signal 155S, governing southward movements on No. 155 track, located 1449 feet north of MP 0.0, in service.

Stop Signs and barricades installed.

The following facing point interlocked switches for northward movement in service:

| <u>From/To</u> | <u>Location (feet north of MP 0.0)</u> |
|---------------------------|--|
| No. 154 track to ladder T | 1923 feet |
| No. 108 track to ladder N | 1747 feet |
| No. 109 track to ladder T | 1766 feet |
| No. 108 track to ladder T | 1597 feet |
| No. 109 track to ladder N | 1578 feet |
| No. 111 track to ladder N | 1322 feet |

Interlocking signal 185S, governing southward movements on No. 185 track, located 2184 feet north of MP 0.0, in service.

Interlocking signal JS2, governing southward movements on track J, located 2285 feet north of MP 0.0, in service.

Interlocking signal JNA, governing northward movements on track J, located 2285 feet north of MP 0.0, in service.

Interlocking signals 113N, 114N, 160N, JNA, 182S, 184S, 185S, and JS2 capable of displaying "Terminal Proceed" (Rule 11-C(1)), "Terminal Approach" (Rule 11-C(2)), "Terminal Restricting" (Rule 11-C(3)), and "Stop Signal" (Rule 11-B(3)).

Interlocking signal 155S capable of displaying "Terminal Approach" (Rule 11-C(2)), "Terminal Restricting" (Rule 11-C(3)), and "Stop Signal" (Rule 11-B(3)).

(m) HUDSON LINE

CP 6 – CP 8

No. 4 track relocated 15 feet west between MP 5.7 and MP 6.3.

(n) HUDSON LINE
HARMON YARD

The following tracks in Harmon Yard out of service and removed:
 North leg of wye, northerly 600 feet of South leg of wye, No. 74, No. 76, No. 78,
 No. 86 tracks.

(o) HUDSON LINE
HARMON YARD

The following tracks in Harmon Yard redesignated:

| <u>OLD DESIGNATION</u> | <u>NEW DESIGNATION</u> |
|------------------------|------------------------|
| 82 | 84 |
| 92 | 86 |
| 88 | 92 |

Newly constructed No. 90 track, east of and adjacent to No. 92 track, extending a length of 1243 feet between hand operated switches connecting to No. 92 track, in service.

Newly constructed No. 88 track, east of and adjacent to No. 90 track, extending between hand operated switch connecting to No. 90 track and a point 658 feet south thereof, in service.

(p) HUDSON LINE
HARMON YARD

Items 1 and 2 of Special Instruction HUD 47-B changed as follows:

1. TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION

| Tracks | Portion Equipped with Energized Third Rail |
|--------------------------|--|
| 5,6,7,8,9,10,11,12,13,14 | Entire length |
| 15 | 493 ft. on south end |
| 18 | Entire length except 403 ft. through fuel pad |
| 19 south, 30 | Entire length |
| 32 | 2423 ft. on south end; 240 ft. on north end |
| 36 | 412 ft. on south end; 950 ft. on north end |
| 44 | 743 ft. on south end |
| 46 | 695 ft. on south end; 900 ft. on north end |
| 48 | 412 ft. on south end |
| 50 | 625 ft. on south end; 400 ft. on north end |
| 52 | 535 ft. on south end; 370 ft. on north end |
| 54 | 465 ft. on south end |
| 54A | 469 ft. on north end |
| 56 | 423 ft. on south end; 300 ft. on north end |
| 58 | 492 ft. on south end; 1052 ft. on north end |
| 60 | 358 ft. on south end; 600 ft. on north end |
| 62 | 230 ft. on south end; 723 ft. on north end |
| 66 | 395 ft. on north end |
| 80, 84, 88 | Entire length |
| 90 | Entire length except 300 ft. through wheel true facility |
| 92 | Entire length except 140 ft. through wheel true facility |
| Ladders D, E, F, G | Entire length |

2. DESIGNATED MECHANICAL TRACKS [Rule 16-B]

| Mechanical Tracks | Use of Tracks Requires Permission of | During Following Times | Radio Chan. | Tele. Ext. |
|----------------------------------|---|---------------------------------------|------------------------|-----------------------|
| 32 through 62, 88, 90, 92, 94 | Mechanical Foreman | All Times | 3 | 1539 |

Special Instruction HUD 47-B, page 20, changed.

(q) HUDSON LINE

MAIN TRACK HAND OPERATED SWITCHES

To obtain unlock for electric lock switch, equipment on main track must be between 10 and 70 feet from switch point.

Main track hand operated switches are equipped with electric locks except for:

- Burnwell Track 1 MP 40.6
- Price Brothers Track 3 MP 61.0
- American Lumber Track 1 MP 63.2
- New Hamburg Track 2 MP 64.9

Special Instructions GCT 48-L, page 12, and HUD 48-G, page 23, added.

(r) HARLEM LINE

CP 132

CP 132 and associated interlocking signals and crossovers removed from service.

Special Instruction HAR 40, pages 25 and 26, HAR 41-A, page 27, and HAR 48-A, page 37, changed.

(s) HARLEM LINE

MAIN TRACK HAND OPERATED SWITCHES

To obtain unlock for electric lock switch, equipment on main track must be between 10 and 70 feet from switch point.

Main track hand operated switches are equipped with electric locks except for:

- King Lumber Track 2 MP 43.4

Special Instruction HAR 48-F, page 38, added.

(t) NEW HAVEN LINE

MAIN TRACK HAND OPERATED SWITCHES

To obtain unlock for electric lock switch, equipment on main track must be between 10 and 70 feet from switch point.

Main track hand operated switches are equipped with electric locks except for:

- Rings End Track 3 MP 36.9
- Miller Supply Track 4 MP 68.2

Special Instruction NHV 48-H, page 53, added.

(u) NEW HAVEN LINE

OPERATION ON TRACK 5 BETWEEN CP 234 AND CP 235

Second paragraph of Special Instruction NHV 48-E changed as follows:

Signs with a black "E" on a white background are installed adjacent to track 5. Sign for eastward movements is located at Cat 372; sign for westward movements is located at Cat 389.

Special Instruction NHV 48-E, page 53, changed.

(v) NEW HAVEN LINE

CP 216

Hell Gate Line No. 2 track relocated 27 feet south within limits of CP 216.

Trailing point interlocked switch for eastward movements from Hell Gate Line No. 2 track to No. 4 track, located 1600 feet east of MP 16.0, in service.

(w) WATERBURY BRANCH

MAXIMUM AUTHORIZED SPEEDS – MAIN TRACK

Maximum authorized speed for passenger and freight trains changed as follows:

| | <u>Between</u> | <u>Psg</u> | <u>Frt</u> |
|-----------------------|-----------------|---------------------|------------|
| Southward trains only | MP 1.6 – MP 0.2 | Single Track 30 MPH | 30 MPH |

Special Instruction WBY 41, page 64, changed.

(x) HUDSON LINE

YARDS AND YARD TRACKS

The normal position of the derails at the following locations is the non-derailing position:

Harmon: track 19 north and south, track 15 south, track 30 south, track 5 south and north, tracks 6, 7, 8, 9 north

Special Instruction HUD 47-B, page 21, changed.

(y) NEW HAVEN LINE

YARDS AND YARD TRACKS

The normal position of the derails at the following locations is the non-derailing position:

Stamford: loop track (cat 380), tracks 6 and 8 (cat 379), tracks 10 and 12 (between cat 378X and cat 379)

East Bridgeport: track 8 east (cat 811), track 12 west (cat 806), track 12 east (cat 811), track 14 west (cat 806), track 14 east (cat 810A), track 18 west (cat 807), track 18 east (cat 810)

Special Instructions NHV 47-C and NHV 47-D, page 49, changed.

(z) TIMETABLE

METRO-NORTH RAILROAD OFFICIALS

List of railroad officials revised.

Special Instruction SI Appendix 2, pages 91 and 92, changed.

(aa) OPERATING RULES

REVISED PAGES

Employees must replace pages 5, 6, 43, 44, and 95 through 100 in the Operating Rules with accompanying revised pages.

(bb) TIMETABLE

REVISED PAGES

Employees must replace pages 11, 12, 19 through 28, 37, 38, 49, 50, 53, 54, 63, 64, 77, 78, 83, 84, 85, 86, 91, and 92 in Timetable No. 4 with accompanying revised pages.

(cc) TRACK CHART

Pages TC 6, TC 10, TC 25, and TC 28 revised. Revised pages accompany this General Order.

G. F. WALKER
Senior Vice President – Operations

New York, New York

March 6, 2009

GENERAL ORDER No. 409

Effective: 0400 Hours, Sunday, April 5, 2009

(a) TIMETABLE

The schedule section of the Timetable, folders 1-N, 1-S, 2-N, 2-S, 3-E, 3-W, 4, 5, and 6, revised.

(b) HUDSON LINE

UPPER LEVEL

Thirty feet of the south end of No. 28 and No. 29 tracks out of service and removed.

Stop Signs relocated and bumping posts installed.

(c) HUDSON LINE

LOWER LEVEL

Interlocking signal US, governing southward movements on ladder U, r relocated 172 feet north of present location.

(d) HUDSON LINE

HIGHBRIDGE YARD TRACKS

MAS through Car Wash Building:

Southward movements – Restricted Speed not exceeding 3 MPH

Northward movements – Restricted Speed not exceeding 10 MPH

Before entering Car Wash Building, southward trains and engines must stop at a point 50 feet from automatic door, northward trains and engines at a point 130 feet from automatic door, and not proceed until indicator displays illuminated letters "GO" and door is completely open.

Special Instruction GCT 47-B, page 9, changed.

(e) HUDSON LINE

HIGHBRIDGE YARD TRACKS

Item 1 of Special Instruction GCT 47-B changed as follows:

1. TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION:
All tracks except 1022 feet on tracks 10 and 12 through the Car Appearance Facility, and 338 feet on track 24 lead through Car Wash Building.

Special Instruction GCT 47-B, page 9, changed.

(f) HUDSON LINE

MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS

Maximum authorized speed for passenger trains is changed as follows:

Between

MP 45.3 – MP 46.1 Tracks 2 and 1 60 MPH

Special Instruction HUD 41-A, page 13, changed.

(g) HUDSON LINE
HARMON YARD

Hand operated switch connecting No. 80 track to south leg of wye removed from service. South leg of wye removed from service in its entirety.

(h) HUDSON LINE
CP 48

CP 48 and associated interlocking signals and crossovers removed from service. Reference to CP 48 in Special Instruction HUD 42-A changed to MP 48.3.

Special Instructions HUD 40, page 4, HUD 41-A, page 13, HUD 41-C, page 15, HUD 42-A, page 17, changed, and HUD 48-A, page 22, withdrawn.

(i) HUDSON LINE
PEEKSKILL – MANITOU

Interlocking designated CP 46, located at MP 46.0, in service.

Interlocking signals governing northward movements on No. 1 and No. 2 tracks, located 679 feet south of MP 46.0, in service.

Interlocking signals governing southward movements on No. 1 and No. 2 tracks, located 553 feet north of MP 46.0, in service.

Interlocking signals capable of displaying "Proceed Cab" (Rule 11-B(1)), "Stop Signal" (Rule 11-B(3)), and "Absolute Block Signal" (Rule 11-B(2)).

Facing point interlocked crossover for northward movements from No. 2 to No. 1 track, located 629 feet south of MP 46.0, in service.

Facing point interlocked crossover for northward movements from No. 1 to No. 2 track, located 89 feet south of MP 46.0, in service.

Crossovers are equipped with movable point frogs and are designed such that Normal Cab may be displayed for diverging movements.

Special Instruction HUD 40, page 4, changed.

(j) HUDSON LINE
DETECTORS

Special Instruction HUD 48-C changed as follows:

HUD 48-C DETECTORS

Hot journal, dragging equipment, and third rail fouler detectors are located at MP 48.3 for northward and southward movements on No. 2 and No. 1 tracks.

Detectors are monitored by the RTC. Before displaying proceed interlocking signal at CP 39 for a southward train, or at CP 53 for a northward train, train must pass detectors and RTC must immediately examine control center monitor.

If hot journal or dragging equipment is indicated, RTC must instruct train to stop at once, consistent with good train handling, and have crew inspect train and report findings.

Inspection must be performed before southward train passes CP 39 or northward train passes CP 53.

If third rail fouler is indicated, inspection must be performed before entering third rail territory.

In the event of a detector failure at MP 48.3, southward trains must be inspected prior to passing CP 39 and northward trains must be inspected prior to passing CP 61. Inspection will be performed by crew or other qualified employees, observing train for defects, including hot journal, dragging equipment, and third rail foulers.

Special Instruction HUD 48-C, page 22, changed.

(k) HARLEM LINE

PASSENGER TRAIN SPEED RESTRICTIONS

Speed restriction of 65 MPH on No. 4, No. 2, No. 1, and No. 3 tracks between MP 6.2 and MP 6.6, and between MP 8.8 and MP 9.8, withdrawn.

Special Instruction HAR 41-A, page 27, changed.

(l) HARLEM LINE

MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS

Maximum Authorized Speed for passenger trains on No. 4, No. 2, No. 1, and No. 3 tracks, between MP 6.2 and MP 9.8, changed to 60 MPH.

Special Instruction HAR 41-A, page 27, changed.

(m) HARLEM LINE

PASSENGER TRAIN SPEED RESTRICTIONS

Speed restriction of 40 MPH on No. 2 track between MP 32.2 and MP 32.4 changed to 60 MPH.

Special Instruction HAR 41-A, page 27, changed.

(n) HARLEM LINE

CP 113 – FLEETWOOD

Northerly hand operated switch connecting yard tracks No. 5 and No. 7 out of service and removed.

Yard track No. 7 extended 200 feet north and connected to yard track No. 13 via hand operated switch.

Newly installed hand operated switch connecting yard tracks No. 5 and No. 13, in service.

(o) HARLEM LINE

PAWLING

Milepost for Pawling changed to MP 63.9.

Special Instruction HAR 40, page 26, changed.

(p) NEW HAVEN LINE

CP 216

Trailing point interlocked switch for eastward movements from Hell Gate Line No. 1 track to No. 2 track, located 1336 feet east of MP 16.0, removed from service.

(q) NEW HAVEN LINE

CP 216

Trailing point interlocked switch for eastward movements from Hell Gate Line No. 1 track to No. 2 track, located 1565 feet east of MP 16.0, equipped with movable point frog in No. 4 track, in service.

(r) NEW HAVEN LINE

PASSENGER AND FREIGHT TRAIN SPEED RESTRICTIONS

Speed restriction of 30 MPH for passenger on No. 4 and No. 2 tracks between MP 16.0 and MP 16.5, withdrawn.

Speed restriction of 30 MPH for passenger on No. 4 and No. 2 tracks between MP 16.0 and MP 16.3, added.

Speed restriction of 45 MPH for passenger on No. 4 and No. 2 tracks between MP 16.3 and MP 16.5, added.

Speed restriction of 15 MPH for passenger and 10 MPH for freight on No. 2 and No. 1 tracks between MP 16.0 and MP 16.4 to/from Hell Gate Line at CP 216, withdrawn.

Speed restriction of 45 MPH for passenger and 10 MPH for freight on No. 2 and No. 1 tracks between MP 16.0 and MP 16.3 to/from Hell Gate Line at CP 216, added.

Special Instructions NHV 41-A, NHV 41-B, and NHV 41-C, pages 41, 43, and 44, changed.

(s) NEW HAVEN LINE

PASSENGER TRAIN SPEED RESTRICTIONS

Speed restriction of 30 MPH on No. 1 track between MP 16.0 and MP 16.5 changed to 50 MPH.

Special Instruction NHV 41-A, page 41, changed.

(t) NEW HAVEN LINE

PASSENGER TRAIN SPEED RESTRICTIONS

Speed restriction of 70 MPH for passenger on No. 3, No. 1, No. 2, and No. 4 tracks between MP 21.4 and MP 23.6, withdrawn.

Speed restriction of 70 MPH for passenger on No. 3, No. 1, No. 2, and No. 4 tracks between MP 21.4 and MP 23.1, added.

Speed restriction of 60 MPH for passenger on No. 3, No. 1, No. 2, and No. 4 tracks between MP 23.1 and MP 23.6, added.

Special Instruction NHV 41-A, page 41, changed.

(u) NEW CANAAN BRANCH

CP 307 – NEW CANAAN

STATION TRACK redesignated NC 1 track.

MIDDLE TRACK redesignated NC 2 track.

BULK TRACK redesignated NC 3 track.

Special Instructions NCN 43-A, page 55, and NCN 47, page 56, changed.

(v) ELECTRICAL OPERATION

NEW CANAAN BRANCH

In the application of Electrical Instruction 6.3 of MN-290-OP, the RTC is designated as employee-in-charge of tracks NC2 and NC3.

Special Instruction NCN 43-B, page 55, added.

(w) TRAIN OPERATION

COMPLIANCE WITH RESTRICTED SPEED

Tests for compliance with Restricted Speed are randomly conducted by supervisors. When testing for that part of Restricted Speed that requires the ability to stop short of obstruction, an octagonal reflectorized red sign with the word "BARRICADE" on it will be placed in gauge of track. Such sign will be considered an obstruction and will be used for a track on which Restricted Speed is required by Operating Rule or Special Instruction.

Special Instruction SI 7-G, page 78, added.

(x) TIMETABLE

DRUG AND ALCOHOL TESTING

Second paragraph of Special Instruction SI G-A changed as follows: ASSURED TESTING may be used for obtaining samples of mandatory reasonable suspicion or reasonable cause testing if other alternatives are not available. The telephone number for ASSURED TESTING's 24-hour answering service is 718-244-1665.

Special Instruction SI G-A, page 73, changed.

(y) TIMETABLE

METRO-NORTH RAILROAD OFFICIALS

List of railroad officials revised.

Special Instruction SI Appendix 2, pages 91 and 92, changed.

(z) TIMETABLE

REVISED PAGES

Employees must replace pages 3, 4, 9 through 18, 21, 22, 25, 26, 27, 28, 41, 42, 43, 44, 55, 56, 73, 74, 77, 78, 91, and 92 in Timetable No. 4 with accompanying revised pages.

(aa) TRACK CHART

Track chart revised in its entirety. Revised pages accompany this General Order.

G. F. WALKER
Senior Vice President – Operations





New York, New York

April 9, 2009

GENERAL ORDER No. 410

Effective: 0400 Hours, Sunday, May 3, 2009

(a) TIMETABLE

The Hudson Line schedule section of the Timetable folders 1-N, 1-S, and 4, revised.

G. F. WALKER
Senior Vice President – Operations



New York, New York

June 17, 2009

GENERAL ORDER No. 411

Effective: 0400 Hours, Monday, July 13, 2009

(a) TIMETABLE

The schedule section of the Timetable, folders 1-N, 1-S, 2-N, 2-S, 3-E, 3-W, 4, 5, and 6, revised.

(b) HUDSON LINE

CP 6

Interlocking signal at CP 6 governing southward movements on No. 6 track, located at MP 6.1, in service.

Signal capable of displaying "Proceed Cab" (Rule 11-B(1)) and "Stop Signal" (Rule 11-B(3)).

(c) HUDSON LINE

CP 6 – HIGHBRIDGE YARD

Newly constructed passenger station designated "Yankees-E. 153rd Street", located at MP 5.9, consisting of 850 foot long high level platform between No. 1 and No. 2 tracks, and 850 foot long high level platform between No. 4 and No. 6 tracks, in service.

Special Instruction HUD 40, page 3, changed.

(d) HUDSON LINE

SLIDE DETECTORS – MP 43.1 – MP 45.3

Knife switches located in white boxes adjacent to the track, removed from service.

Special Instruction HUD 48-D, page 23, withdrawn.

(e) NEW HAVEN LINE

PASSENGER TRAIN SPEED RESTRICTIONS

Speed restriction of 30 MPH on No. 2 track between MP 16.5 and MP 16.7 changed to 45 MPH.

Special Instruction NHV 41-A, page 41, changed.

(f) HIGHWAY GRADE CROSSINGS

WATERBURY BRANCH

Operating limits for Eagle St. crossing changed to MP 25.2 and MP 25.9.

Special Instruction WBY 44, page 65, changed.

(g) HIGHWAY GRADE CROSSINGS

DANBURY BRANCH

Highway crossing gates and flashers installed at Topstone Rd. crossing, MP 15.1, in service. Operating limits changed to MP 14.7 and MP 15.4.

Special Instruction DAN 44, page 60, changed.

(h) SPECIFICATIONS AND RESTRICTIONS - METRO-NORTH, AND AMTRAK AND CDOT-OWNED UNITS IN MNR SERVICE

Metro-North units added as follows:

| Unit numbers | Notes & Rest. | Model | HP | Fuel (gal) | ATC equipped | Max. Authorized Speed (MPH) | | |
|--------------|---------------|---------|------|------------|--------------|-----------------------------|----------------|------------|
| | | | | | | Single Light | Multiple Light | With Train |
| 401-402 | | BL14-CG | 1400 | 1000 | ATC | 30 | 30 | 50 |

Special Instruction SI 17-B(1), page 83, changed.

**(i) TIMETABLE
REVISED PAGES**

Employees must replace pages 3, 4, 23, 24, 41, 42, 59, 60, 65, 66, 83, and 84 in Timetable No. 4 with accompanying revised pages.

R. E. LIEBLONG
Acting Senior Vice President – Operations

New York, New York
September 22, 2009
GENERAL ORDER No. 412

Effective: 0400 Hours, Sunday, October 18, 2009

(a) TIMETABLE

The schedule section of the Timetable, revised. Booklet A contains Hudson Line and Harlem Line scheduled trains; Booklet B contains New Haven Line scheduled trains.

(b) SPECIFICATIONS AND RESTRICTIONS - METRO-NORTH, AND AMTRAK, NJT, AND CDOT-OWNED UNITS IN MNR SERVICE

New Jersey Transit (NJT) units added as follows:

| Unit numbers | Notes & Rest. | Model | HP | Fuel (gal) | ATC equipped | Max. Authorized Speed (MPH) | | |
|--------------|---------------|--------|------|------------|--------------|-----------------------------|----------------|------------|
| | | | | | | Single Light | Multiple Light | With Train |
| 4415-4431 | | ALP-44 | 5200 | | ATC | 50 | 50 | 100 |
| 4600-4628 | | ALP-46 | 7000 | | ATC | 50 | 50 | 100 |

Special Instruction SI 17-B(1), page 83, changed.

(c) SPECIFICATIONS AND RESTRICTIONS – METRO-NORTH, AND NJT AND CDOT-OWNED EQUIPMENT USED IN MNR SERVICE

New Jersey Transit (NJT) equipment added as follows:

| Unit numbers | Type | Notes & Rest. | Model | Max. Auth. Speed (MPH) |
|---|-------|---------------|-------------------|------------------------|
| NJT 7000-7075 | Cab | | Multi-Level Cab | 100 |
| NJT 7200-7320, 7500-7614 | Coach | | Multi-Level Coach | 100 |
| NJT 5000-5008, 5011-5031, 6000-6083, 6700-6714 | Cab | | Comet | 100 |
| NJT 5200-5205, 5235-5264, 5300-5459, 5500-5582, 6200-6213, 6500-6601, 6750-6799 | Coach | | Comet | 100 |

Special Instruction SI 17-D(1), page 86, changed.

(d) HUDSON LINE
YANKEES-E. 153rd STREET

Diesel-powered trains stopped at Yankees-E. 153rd Street must be positioned such that engine is not underneath or adjacent to the overhead station mezzanine.

Special Instruction GCT 48-M, page 12, added.

(e) HUDSON LINE

MOTT HAVEN JCT. (MO)

Engine horn signal Rule 4-E(5)(c) will be sounded for Company vehicular grade crossing on MO Wye track 5.

Special Instruction GCT 48-N, page 12, added.

(f) MOVEMENT OF TRACK CARS

TRACK STRUCTURE ASSESSMENT VEHICLE

Amtrak Track Structure Assessment Vehicle TC A68402 may operate at passenger train speeds not exceeding 50 MPH (forward and backward).

Special Instruction SI 23-A, page 89, added.

(g) TIMETABLE

METRO-NORTH RAILROAD OFFICIALS

List of railroad officials revised.

Special Instruction SI Appendix 2, pages 91 and 92, changed.

(h) TIMETABLE

REVISED PAGES

Employees must replace pages 11, 12, 83, 84, 85, 86, 89, 90, 91, and 92 in Timetable No. 4 with accompanying revised pages.

(i) TRACK CHART

Pages TC 2, TC 3, TC 26, and TC 27 revised. Revised pages accompany this General Order.

R. E. LIEBLONG
Acting Senior Vice President – Operations

New York, New York

March 27, 2010

GENERAL ORDER No. 413

Effective: 0400 Hours, Sunday, April 11, 2010

(a) TIMETABLE

The schedule section of the Timetable, revised. Employees must secure Train Schedule Folders Booklet A and Booklet B, dated April 11, 2010.

(b) INTRODUCTION

Employee Train Schedule Folders changed to read: Employee Train Schedule Booklets.

Employee Timetable, Page 2, changed.

(c) SYSTEM SPECIAL INSTRUCTIONS

Vice President – Operations, changed to Senior Vice President – Operations.
Special Instruction SI C-G, page 72 and SI 9-F, page 81, changed.

**(d) SYSTEM SPECIAL INSTRUCTIONS
FREIGHT TRAIN OPERATION**

Special Instruction SI 9-A changed as follows:

MOVEMENT OF FREIGHT TRAINS WITH FAILED END OF TRAIN DEVICES

Movement of non-MNR freight trains with a failed End of Train Telemetry Device must:

- Notify the RTC as soon as possible or upon entering MNR territory.
- Not exceed 30 MPH.

RTC must provide absolute block protection on adjacent tracks while freight train is in motion.

In Manual Block System territory, non-MNR freight trains with a failed End of Train Telemetry Device, must report clear of the main track to the RTC only after an employee has determined that the rear car has cleared by observing the marker or last car number.

Special Instruction SI 9-A, page 80, changed.

**(e) SPECIFICATIONS AND RESTRICTIONS –
METRO-NORTH, AMTRAK, AND CDOT – OWNED UNITS
IN MNR SERVICE**

Special Instruction SI 17-B(1) changed as follows:

Unit numbers NYCT 064, 410-413, 543, 750, and 2001-2033 withdrawn.

Note 4 added to Model BL20-GH, and BL14-CG.

Special Instruction SI 17-B(1) NOTES & RESTRICTIONS, note 4 added as follows: NOTES & RESTRICTIONS

4. Prohibited from operating as single light units.

Special Instruction SI 17-B(1), page 83, changed.

**(f) SPECIFICATIONS AND RESTRICTIONS –
OPERATION OF LIGHT ENGINES**

Metro-North units FL-9 (units 2000–2033), and F-10 (units 410-413), withdrawn.

Special Instruction SI 17-B(5), page 85, changed.

**(g) SPECIFICATIONS AND RESTRICTIONS
MULTIPLE-UNIT (MU) CARS**

Special Instruction SI 17-C(1) changed as follows:

| Unit numbers | Type | Notes & Rest. | Model | Max. No. of units permitted in consist | Max. Auth. Speed (MPH) |
|--------------|-------|---------------|-------|--|------------------------|
| 4000-4335 | DC | | M-7 | 12 | 100 |
| 9100-9299 | AC/DC | | M-8 | 12 | 100 |

Special Instruction SI 17-C(1), page 85, changed.

**(h) SPECIFICATIONS AND RESTRICTIONS
METRO-NORTH, AND CDOT – OWNED UNITS USED
IN MNR SERVICE**

Special Instruction SI 17-D(1) changed as follows:

Unit numbers CDOT V901-V903, CDOT V201-V228, CDOT 1614-1616, CDOT 1640-1650, and CDOT 1691-1699, withdrawn.

CDOT units added as follows:

| Unit numbers | Type | Notes & Rest. | Model | Max. Auth. Speed (MPH) |
|------------------|-------|---------------|------------|------------------------|
| CDOT 6219 - 6227 | Cab | | Bombardier | 100 |
| CDOT 6230 - 6240 | Coach | | Bombardier | 100 |

Special Instruction SI 17-D(1), page 86, changed.

(i) MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS
HUDSON LINE (GCT – CP 8)

Special Instruction GCT 41-B changed as follows:

GCT 41-B FREIGHT TRAINS HAULED BY METRO-NORTH ENGINE
MODELS
GP-35, BL20-GH, BL14-CG AND DES-70B

Special Instruction GCT 41-B, page 5, changed.

(j) EQUIPMENT RESTRICTIONS
HUDSON LINE (GCT – CP 8)

Special Instruction GCT 42-B changed as follows:

ENGINES

Diesel engines (except unit nos. 404, 405) operating multiple light, or multiple with train, are prohibited on track 19, Upper Level.

Special Instruction GCT 42-B, page 7, changed.

(k) OTHER INSTRUCTIONS
HUDSON LINE (GCT – CP 8)

DETECTORS

Wheel impact detectors are located at MP 2.2 (86th Street) for northward and southward movements on No.4, No.2, No.1, and No. 3 tracks. Detectors are monitored by the RTC.

When a notification is received by the RTC that indicates "ALARM", southward trains will continue to GCT and a QMP notified of the "ALARM". Northward trains will be notified to proceed to the next forward passenger station, inspect the train, and report findings.

When a notification is received by the RTC that indicates "EMERGENCY", the train crew will be notified to STOP the train, consistent with good train handling, inspect the train, and report findings. Southward trains may be moved, not exceeding 10 MPH, to GCT.

Northward trains may be moved, not exceeding 10 MPH, to a location directed by the RTC.

Special Instruction GCT 48-O, page 12, added.

(I) HUDSON LINE
HARMON YARD

The following tracks in Harmon Yard redesignated:

| <u>OLD NO.</u> | <u>NEW NO.</u> | <u>OLD NO.</u> | <u>NEW NO.</u> |
|----------------|----------------|----------------|----------------|
| 32 | 132 | 48 | 148 |
| 34 | 134 | 50 | 150 |
| 36 | 136 | 50N | 150N |
| 38 | 138 | 52 | 152 |
| 38N | 138N | 54 | 154 |
| 40 | 140 | 56 | 156 |
| 42 | 142 | 58 | 158 |
| 44 | 144 | 60 | 160 |
| 46 | 146 | 62 | 162 |

The following newly constructed tracks in Harmon Yard, in service:

No. 20 track between No. 24 track and a point 973 feet north thereof.
 No. 21 track between No. 20 track and a point 698 feet north thereof.
 No. 22 track between No. 23 track and a point 747 feet north thereof.
 No. 23 track between No. 24 track and a point 1135 feet north thereof.
 No. 24 track between No. 80 track and No. 27 track (1781 feet in length).
 No. 25 track between No. 27 track south and No. 27 track north (1668 feet in length).
 No. 26 track between No. 27 track south and No. 27 track north (1150 feet in length).
 No. 27 track between No. 80 track and crossover to No. 28 track (518 feet in length) & northward 1663 feet from crossover to No. 28 track to crossover between No. 84 and No. 36 track.
 No. 28 track between No. 36 track and No. 31 track (1517 feet in length).
 No. 31 track between No. 36 track northward to No. 28 track (1280 feet in length) & northward 137 feet from No. 28 track to switch in No. 36 track.
 No. 32 track from No. 31 track northward 1190 feet to switch in No. 33 track.
 No. 33 track from No. 36 track northward 1307 feet to switch in No. 36 track.
 No. 34 track from No. 33 track northward 1107 feet to switch in No. 36 track.
 No. 36 track between stub end on south end to stub end on north end (4800 feet in length).
 Crossover between No. 36 and No. 19 tracks (303 feet in length).
 Crossover between No. 27 and No. 28 tracks (186 feet in length).
 Crossover between No. 84 and No. 36 tracks (163 feet in length).
 No. 72 track redesignated No. 80 track (extension of existing No. 80 track).
 Existing No. 84 track terminates south at crossover between No. 84 and No. 36 tracks.
 Northerly 212 feet of No. 84 track redesignated No. 30 track (extension of existing No. 30 track).

Tracks listed above are mechanical tracks use of which requires permission of Mechanical Foreman (radio channel 3 / telephone extension 1539).

**(m) MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS
HUDSON LINE (CP 8 – DIVISION POST/CSX)**

Special Instruction HUD 41-B changed as follows:

HUD 41-B FREIGHT TRAINS HAULED BY METRO-NORTH ENGINE MODELS
GP-35, BL20-GH, BL14-CG AND DES-70B

Special Instruction HUD 41-B, page 14, changed.

**(n) HUDSON LINE
SPECIAL SPEED INSTRUCTIONS**

Item number 5 withdrawn.

Special Instruction HUD 41-D, page 16, changed.

**(o) EQUIPMENT RESTRICTIONS
HUDSON LINE (CP 8 – DIVISION POST/CSX)**

Special Instruction HUD 42-A changed as follows:

CLEARANCES

1. Maximum Height Permitted

| Between Locations | Maximum Height | | | |
|-------------------|----------------|-------|-------|-------|
| | TRK 4 | TRK 2 | TRK 1 | TRK 3 |
| CP 26 – CP 33 | 17'0" | 17'0" | 17'0" | 17'0" |

2. SPECIAL RESTRICTIONS - TOFC EQUIPMENT

Trailer-on-Flat-Car (TOFC) equipment not exceeding 17 ft. 2 in. height may operate between CP 8 and Division Post/CSX, subject to the following routing restrictions:

| Between | TOFC Trains Must Operate On: |
|---------------|------------------------------|
| CP 19 - CP 26 | No. 1 or No. 4 track |
| CP 26 - CP 33 | No. 1 track only |
| CP 33 - CP 34 | No. 1 or No. 4 track |

Special Instruction HUD 42-A, page 17, changed.

(p) HUDSON LINE
HARMON YARD

Items 1, 2, 6 and 7 of Special Instruction HUD 47-B changed as follows:

1. TRACKS EQUIPPED WITH ENERGIZED THIRD RAIL FOR DC OPERATION

| Tracks | Portion Equipped with Energized Third Rail |
|--------------------------|--|
| 5,6,7,8,9,10,11,12,13,14 | Entire length |
| 15 | 493 ft. on south end |
| 18 | Entire length except 403 ft. through fuel pad |
| 19 south | Entire length |
| 20 | 488 ft. on south end |
| 21 | 213 ft. on south end |
| 22 | 262 ft. on south end |
| 23 | 650 ft. on south end |
| 24 | 183 ft. on south end; 153 ft. on north end |
| 25 | 190 ft. on south end |
| 26, 27, 30 | Entire length |
| 132 | 2423 ft. on south end; 240 ft. on north end |
| 136 | 412 ft. on south end; 950 ft. on north end |
| 144 | 743 ft. on south end |
| 146 | 695 ft. on south end; 900 ft. on north end |
| 148 | 412 ft. on south end |
| 150 | 625 ft. on south end; 400 ft. on north end |
| 152 | 535 ft. on south end; 370 ft. on north end |
| 154 | 465 ft. on south end |
| 156 | 423 ft. on south end; 300 ft. on north end |
| 158 | 492 ft. on south end; 1052 ft. on north end |
| 160 | 358 ft. on south end; 600 ft. on north end |
| 162 | 230 ft. on south end; 723 ft. on north end |
| 66 | 395 ft. on north end |
| 80, 84, 88 | Entire length |
| 90 | Entire length except 300 ft. through wheel true facility |
| 92 | Entire length except 140 ft. through wheel true facility |
| Ladders D, E, F, G | Entire length |

Special Instruction HUD 47-B, page 20, changed.

2. DESIGNATED MECHANICAL TRACKS [Rule 16-B]

| Mechanical Tracks | Use of Tracks Requires Permission of | During Following Times | Radio Chan. | Tele. Ext. |
|---|---|-------------------------------|--------------------|-------------------|
| 20 through 28, 31 through 36, 64, 66, 84, 88, 90, 92, 94, 80 (north of switch connecting to 148 track) and 132 through 162. | Mechanical Foreman | All Times | 3 | 1539 |

Special Instruction HUD 47-B, page 21, changed.

6. NORMAL POSITION OF YARD SWITCHES [Rule 19-A(2)]

- Remotely controlled facing point power switch for southward movements from yard track 80 to yard track 19 south is to be lined for yard track 19 south.
- Facing point hand operated switch for northward movements from yard track 80 to yard track 24 is to be lined for yard track 80.
- Facing point hand operated switch for northward movements from yard track 80 to yard track 27 is to be lined for yard track 80.

7. NORMAL POSITION OF DERAILS

The normal position of the derails at the following locations is the non-derailing position:

Harmon: Track 5 north and south, tracks 6, 7, 8, 9 north, track 15 south, track 19 north and south, track 21 & 23 south, track 30 south, track 33 north, track 34 south and track 36 north and south.

Special Instruction HUD 47-B, page 21, changed.

**(q) MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS
HARLEM LINE**

Special Instruction HAR 41-B changed as follows:

HAR 41-B FREIGHT TRAINS HAULED BY METRO-NORTH ENGINE
MODELS
GP-35, BL20-GH, BL14-CG AND DES-70B

Special Instruction HAR 41-B, page 29, changed.

**(r) NEW HAVEN LINE
CP 248**

Facing point interlocked crossover for eastward movements from No. 4 to No. 2 track, located 625 feet east of MP 48, in service.

Facing point interlocked crossover for westward movements from No. 2 to No. 4 track, located 1317 feet east of MP 48, in service.

Facing point interlocked crossover for eastward movements from No. 2 to No. 4 track, located 3475 feet east of MP 48, in service.

Facing point interlocked crossover for westward movements from No. 4 to No. 2 track, located 4168 feet east of MP 48, in service.

Crossovers are equipped with movable point frogs and are designed such that Normal Cab may be displayed for diverging movements.

(s) NEW HAVEN LINE
NEW HAVEN YARD

Facing point hand operated switch for westward movements from No. 38 track to newly constructed No. 103 track, located 127 feet west of the No. 38/3E switch, in service.

Facing point hand operated switch for westward movements from No. 103 track to newly constructed No. 101 track, located 48 feet west of the No. 38/103 switch, in service.

Facing point hand operated switch for westward movements from No. 103 track to newly constructed No. 104 track, located 155 feet west of the No. 38/103 switch, in service.

Facing point hand operated switch for westward movements from No. 103 track to newly constructed No. 102 track, located 248 feet west of the No. 38/103 switch, in service.

The following newly constructed tracks in New Haven Yard, in service:

No. 103 track between switch for No. 102 track and a point 960 feet west thereof.

No. 104 track between switch for No. 103 track and a point 1000 feet west thereof.

No. 102 track between switch for No. 103 track and a point 1008 feet west thereof.

No. 101 track between switch for No. 103 track and a point 1100 feet west thereof.

Tracks listed above are yard tracks use of which requires permission of New Haven Yardmaster (Radio Channel: 1 / telephone extension: 8015).

(t) NEW HAVEN LINE
NEW HAVEN YARD

Tracks added as follows:

1. TRACKS EQUIPPED WITH ENERGIZED CATENARY FOR AC OPERATION
 - Tracks 102, 102: Entire Length
 - Track 103: From switch in No. 38 track to switch for No. 102 track.
2. DESIGNATED MECHANICAL TRACKS **[Rule 16-B]**

| Mechanical Tracks | Use of Tracks Requires Permission of | During Following Times | Radio Chan. | Tele. Ext. |
|--|---|-------------------------------|--------------------|-------------------|
| Yard Tracks 17, 18, 19; Shop Tracks 1, 2, 3, East and West; Running Repair Shop Tracks 42, 43; SLE Shop Tracks 24, 25, 26, 27 Yard Tracks 101, 102, 103, 104 | Mechanical Foreman | All Times | 1 | 2811 |
| CSR Shop Tracks 21, 22, 23 | CSR Shop Foreman | All Times | 1 | 8281 or 8282 |

Special Instruction NHV 47-E, page 50, changed.

(u) MAXIMUM AUTHORIZED SPEEDS – MAIN TRACKS
NEW HAVEN LINE

Special Instruction NHV 41-B changed as follows:

NHV 41-B FREIGHT TRAINS HAULED BY METRO-NORTH ENGINE MODELS
GP-35, BL20-GH, BL14-CG AND DES-70B

Special Instruction NHV 41-B, page 43, changed.

(v) NEW HAVEN LINE
SPECIAL SPEED INSTRUCTIONS
FREIGHT TRAINS

Metro-North freight trains on track 3 passing high-level platform at Darien Station (MP 37.7) must not exceed **5 MPH**. Due to close clearances, crew member must observe train on platform side and be prepared to stop movement. Tenant road freight trains are prohibited from operating on track 3 through Darien Station (MP 37.7), added.

Special Instruction NHV 41-D, page 45 changed.

(w) NEW HAVEN LINE
ELECTRIC OPERATION – WESTPORT TO CP 244

Bullet symbol removed, Special Instruction NHV 43-D, page 47 changed.

(x) NEW CANNAN BRANCH
STATIONS

Special Instruction NCN 40 changed as follows:

The direction from CP 235 to New Canaan is Eastward.
Mileposts are measured from CP 233.

Special Instruction NCN 40, page 54, changed.

(y) DANBURY BRANCH
ELECTRICAL OPERATION

Special Instruction DAN 43 changed as follows:

1. TRACKS EQUIPPED WITH CATENARY FOR AC OPERATION
BUT NOT ENERGIZED

- SINGLE TRACK between CP 241 (Cat 1) northward for 1,727 feet (Cat 12).
- MIDDLE TRACK (Dock Yard Track 6) between Cat 5 northward for 2,250 feet to a point 550 feet north of Cat 12.
- HILL TRACK (Dock Yard Track 8) between Cat 5 northward for 1,900 feet to a point 200 feet north of Cat 12.

Special Instruction DAN 43, page 59, changed.

(z) DANBURY BRANCH

CP 241 - GLOVE

Facing point hand operated switch at MP 0.1 for northward movements from Main track to Middle Track Dock yard track 6) in service.

Former Main track redesignated Middle track in its entirety and connected to existing Main track via hand operated switch at MP 0.6.

Former Reed Tunnel track between MP 0.1 and MP 0.6 redesignated Main track.

Interlocking signal governing southward movements on Main track at MP 0.5 relocated 734 feet south to MP 0.3.

Block Limit Berk and ATC Mode Forward sign relocated 734 feet south to MP 0.3.

(aa) WATERBURY BRANCH

MAXIMUM AUTHORIZED SPEEDS – MAIN TRACK

Maximum authorized speed for freight trains changed as follows:

| | | |
|-----------------------|-----------------|---------------------|
| | <u>Between</u> | <u>Frt</u> |
| Southward trains only | MP 1.6 – MP 0.2 | Single Track 15 MPH |

Special Instruction WBY 41, page 64, changed.

(bb) TIMETABLE

METRO-NORTH RAILROAD OFFICIALS

List of railroad officials revised.

Special Instruction SI Appendix 2, pages 91 and 92, changed.

(cc) TIMETABLE

FREQUENTLY USED TELEPHONE NUMBERS

Rules Examiners telephone numbers changed.

Special Instruction SI Appendix 3, page 93, changed.

(dd) TIMETABLE

REVISED PAGES

Employees must replace the cover page and pages 2, 5 through 22, 29, 30, 43 through 50, 53, 54, 59, 60, 63, 64, 71, 72, 79 through 86, and 91 through 93 in Timetable No. 4 with accompanying revised pages.

(ee) TRACK CHART

Track chart revised in its entirety. Revised pages accompany this General Order.

R. E. LIEBLONG
Senior Vice President - Operations

New York, New York

June 14, 2010

GENERAL ORDER No. 414

Effective: 0001 Hours, Monday, June 21, 2010

(a) TIMETABLE

The schedule section of the Timetable, revised. Employees must secure Operating Schedules, Booklet A and Booklet B, dated June 21, 2010.

**(b) SPECIFICATIONS AND RESTRICTIONS –
METRO-NORTH, AMTRAK, NJT, AND CDOT – OWNED UNITS
IN MNR SERVICE**

Special Instruction SI 17-B(1) changed as follows:

| Unit numbers | Notes & Rest. | Model | HP | Fuel (gal) | ATC equipped | Max. Authorized Speed (MPH) | | |
|--------------------------------|---------------|----------|------|------------|--------------|-----------------------------|----------------|------------|
| | | | | | | Single Light | Multiple Light | With Train |
| 101-106 | 1 | GP-35 | 2000 | 2600 | ATC | 30 | 45 | 60 |
| 110-115 125-130 | 1,4 | BL20-GH | 2250 | 2500 | ATC | 30 | 45 | 75 |
| 201-231 | 4 | P32AC-DM | 3200 | 1800 | ATC | 30 | 45 | 110 |
| 401-402 | 4 | BL14-CG | 1400 | 1000 | ATC | 30 | 30 | 50 |
| 404-405 | 2 | DES-70B | 600 | 600 | ATC | 30 | 30 | 50 |
| 700-717 | 4 | P32AC-DM | 3200 | 1800 | ATC | 30 | 45 | 110 |
| 833, 834, 836, 838, 840-843 | 3 | P-40BH | 4000 | 2200 | ATC | 30 | 45 | 110 |
| 4415-4431 | | ALP-44 | 5200 | | ATC | 30 | 45 | 100 |
| 4600-4628 | | ALP-46 | 7000 | | ATC | 30 | 45 | 100 |

Special Instruction SI 17-B(1), page 83, changed.

**(c) SPECIFICATIONS AND RESTRICTIONS –
METRO-NORTH, AMTRAK, NJT, AND CDOT – OWNED UNITS
IN MNR SERVICE**

Special Instruction SI 17-B(2) changed as follows:

| Unit numbers | Notes & Rest. | Model | HP | Fuel (gal) | ATC equipped | Max. Authorized Speed (MPH) | | |
|--------------|---------------|----------|------|------------|--------------|-----------------------------|----------------|------------|
| | | | | | | Single Light | Multiple Light | With Train |
| 6694-6699 | 1 | GP-40-2H | 3000 | 1500 | ATC | 30 | 45 | 80 |

Special Instruction SI 17-B(2), page 84, changed.

(d) SPECIAL INSTRUCTIONS

HIGHWAY GRADE CROSSINGS

Item 2 of Special Instruction SI 18-A changed as follows:

2. Column 8, *SPECIAL WHISTLE INSTRUCTIONS*, defined as follows:
W Engine horn signal 4-E(5)(c) will be sounded.

Special Instruction SI 18-A, page 87, changed.

(e) ELECTRICAL OPERATION

HUDSON LINE (CP 8 – Division Post / CSX)

Item 2 of Special Instruction HUD 43-A changed as follows:

2. OTHER TRACKS:
CP 25: 1,120 feet at north end of Track 6 (Middle)

Special Instruction HUD 43-A, page 18, changed.

(f) HIGHWAY GRADE CROSSINGS

HUDSON LINE (CP 8 – Division Post / CSX)

SPECIAL WHISTLE INSTRUCTIONS (Column 8) moved to Special Instruction SI 18-A, page 88.

Special Instruction HUD 44, page 18, changed.

(g) HIGHWAY GRADE CROSSINGS

HARLEM LINE

SPECIAL WHISTLE INSTRUCTIONS (Column 8) moved to Special Instruction SI 18-A, page 88.

Special Instruction HAR 44, page 34, changed.

(h) HARLEM LINE

BREWSTER YARD

Item 5 of Special Instruction HAR 47-D added as follows:

5. NORMAL POSITION OF DERAILS

The normal position of derails at the following locations is in the non-derailing position: Brewster: Tracks 6 & 8 north.

Special Instruction HAR 47-D, page 37, changed.

(i) NEW HAVEN LINE

CP 248

Facing point interlocked crossover for eastward movements from No. 1 to No. 2 track, located 1601 feet east of MP 48, in service.

Facing point interlocked crossover for westward movements from No. 2 to No. 1 track, located 2293 feet east of MP 48, in service.

Facing point interlocked crossover for eastward movements from No. 2 to No. 1 track, located 2510 feet east of MP 48, in service.

Facing point interlocked crossover for westward movements from No. 1 to No. 2 track, located 3203 feet east of MP 48, in service.

Crossovers are equipped with movable point frogs and are designed such that Normal Cab may be displayed for diverging movements.

(j) HIGHWAY GRADE CROSSINGS

DANBURY BRANCH

SPECIAL WHISTLE INSTRUCTIONS (Column 8) moved to Special Instruction SI 18-A, page 88.

Special Instruction DAN 44, page 61, changed.

(k) HIGHWAY GRADE CROSSINGS

BEACON LINE

SPECIAL WHISTLE INSTRUCTIONS (Column 8) moved to Special Instruction SI 18-A, page 88.

Special Instruction BEA 44, page 69, changed.

(l) HIGHWAY GRADE CROSSINGS

BEACON LINE

Special Instruction BEA 44, Special Note 1 added to Beach Crossing, MP 35.2 as follows:

SPECIAL NOTES (Column 2):

1. Between 0830 hours and 1930 hours daily, trains must Stop and Warn.

Special Instruction BEA 44, page 69, changed.

(m) TIMETABLE

METRO-NORTH RAILROAD OFFICIALS

List of railroad officials revised.

Special Instruction SI Appendix 2, pages 91 and 92, changed.



(n) TIMETABLE

FREQUENTLY USED TELEPHONE NUMBERS

Rules Examiners telephone numbers changed.

Special Instruction SI Appendix 3, page 93, changed.

(o) TIMETABLE

REVISED PAGES

Employees must replace pages 17, 18, 33 through 38, 61, 62, 69, 70, 83, 84, 87, 88 and 91 through 94 in Timetable No. 4 with accompanying revised pages.

R. E. LIEBLONG
Senior Vice President - Operations